AGI
TECHNOLOGIES

Phase I Environmental Assessment
Washington State Motor Pool, Leasehold #7185
6650 Ellis Avenue South
Seattle, Washington

December 14, 1999

Prepared For:

King County Division of Capital Planning and Development
Department of Construction and Facilities Management
King County Administration Building
500 Fourth Avenue, Room 320
Seattle, Washington 98104-2337

AGI Project No. 14,309.474

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A Report Prepared For:

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PHASE I ENVIRONMENTAL ASSESSMENT
WASHINGTON STATE MOTOR POOL, LEASEHOLD #7185
6650 ELLIS AVENUE SOUTH
SEATTLE, WASHINGTON

December 14, 1999

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EXECUTIVE SUMMARY

AGI Technologies (AGI) has completed a Phase 1 environmental assessment (EA) for the Washington State Motor Pool (Motor Pool) site at 6650 Ellis Avenue South in Seattle, Washington. The 0.68-acre property is currently vacant, but was most recently occupied by the Motor Pool. One 6,650-square-foot building with an attached canopy is in the southeast corner of the property. The building is constructed with sheet metal siding and has concrete slab flooring. Most of the remainder of the property is asphalt paved, except for a narrow strip between the building and the fence line on the south and east sides of the property.

Our research indicates that the site was initially used to grow vegetables from about the turn of the century through the 1930s. Beginning in the 1950s or possibly the 1940s, the site was used to park cars until the early 1970s, when the present building had been constructed on the site. The building was reportedly initially occupied by the Washington State Department of Transportation (WSDOT) until 1975, when it was taken over by the Washington State Motor Pool, which occupied the site until July 1999. Both WSDOT and the Motor Pool used the site for vehicle maintenance operations, including oil and other fluid changes, mechanical repairs, washing, and fueling. Fluids such as new and waste oil, antifreeze, and cleaning solvents reportedly were not stored outside, but were reportedly stored inside, and the wastes were picked up for recycling on a regular basis. Fuel was stored in a 10,000-gallon (gal) underground storage tank (UST) that was likely installed when the building was constructed. The UST was removed in 1991. The site was not paved until about 1994 or 1995.

Land uses in the immediate vicinity are mixed residential and industrial, predominantly related to airport and military operations.

POTENTIAL ONSITE CONTAMINATION SOURCES

AGI did not identify likely contamination sources associated with site activities prior to vehicle maintenance operations. Significant contamination sources also were not identified from routine site operations associated with former vehicle maintenance operations. However, two potential contamination sources were identified, the former UST and a former hoist.

Soil contamination was identified with an unleaded-gasoline UST that had been used for onsite fueling. Documentation of the UST removal, contamination assessment, and cleanup actions indicates that contaminated soil identified in the UST cavity has been removed. Although Ecology indicated concurrence with conclusions of an earlier cleanup report, AGI's review identified two concerns. First, the underground piping to the fuel pump was not removed and assessed. Second, contaminated soils existed in proximity to the water table. Contaminated soils this close to the water table could have affected the groundwater.

No documentation was found regarding assessment of soils around the hoist during its removal. Hydraulic fluid may (and often does) leak from these subsurface structures and contaminate surrounding soils.

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POTENTIAL OFFSITE CONTAMINATION SOURCES

Significant industrial activities have occurred throughout the general site vicinity for nearly a century. Several of these industries are known or are strongly suspected of having soil and groundwater contamination from historical activities. Our research indicates that contamination from at least one site affects the subject property. Based on data obtained from a well on the Air National Guard property immediately downgradient of the site, a PCE plume is expected to be migrating through the site. The source of PCE is likely a former dry cleaners (the A&T Pump property) located at the corner of South Warsaw Street and Ellis Avenue South. PCE concentrations are apparently not particularly high, but may occasionally exceed the State cleanup level.

RECOMMENDATIONS

AGI recommends the following:

- Removal of underground piping associated with the former UST and soil sampling conducted to evaluate whether the piping had leaked.
- Soil sampling in the area of the former hoist to evaluate the potential of hydraulic fluid leakage.
- Groundwater sampling to evaluate potential groundwater contamination from the UST release.

Groundwater sampling could also evaluate potential contamination from the suspected offsite PCE source. However, based on the expected relatively low concentrations and the probable source, it is unlikely that Ecology would require King County to conduct cleanup actions related to the chlorinated solvent contamination.

Asbestos: AGI did not identify likely asbestos containing materials; however, based on the age of the building, asbestos could be present in one or more building materials. We recommend conducting an ACM survey before remodeling or demolition.

Lead-Based Paint: The age of the building indicates that paints used on the building could be lead-based. Because the building has sheet metal exterior siding with very few finished interior walls, lead-based paint is not likely to be an issue at this site. However, lead-based paint should be assessed by a qualified specialist before remodeling or demolition.

PCBs: Fluorescent light fixtures observed within the building likely predate fixtures manufactured after 1979, which do not contain PCBs. Standard EPA policy is to assume that ballasts contain PCBs if they are not labeled "No PCBs." AGI recommends inspection of all such fixtures before their removal or replacement. Unlabeled ballasts should be removed and disposed of in accordance with EPA, State, and local regulations.

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1.0 INTRODUCTION

This report presents results of a Phase 1 environmental assessment (EA) performed on the Washington State Motor Pool (Motor Pool) site at 6650 Ellis Avenue South in Seattle, Washington. AGI Technologies (AGI) conducted this work at the request of King County. AGI's services were conducted in accordance with our September 10, 1999 proposal, work order No. 20, contract No. E73042E-A. This EA evaluated potential environmental risks associated with the subject property due to hazardous and regulated materials. The Phase 1 EA was performed in general accordance with ASTM Method E1527-97.

1.1 INVOLVED PARTIES

King County owns the property and the building, which is currently vacant. It was most recently occupied by the Washington State Motor Pool. King County requested this Phase 1 EA to evaluate the potential for environmental contamination on the property prior to redevelopment.

1.2 PURPOSE AND SCOPE OF WORK

This Phase 1 EA evaluated potential environmental risks associated with the site due to hazardous chemicals and other hazardous materials. Project tasks included the following:

- Reviewing past and current land use for indications of the manufacture, generation, use, storage, or disposal of hazardous substances at the site.
- Evaluating the potential for site soil or groundwater contamination resulting from past or current site land use activities, and to the extent possible, nearby operations.
- Recommending further investigations, if necessary, to evaluate whether contamination or environmental hazards may exist at the locations identified.

The specific scope of work included the following:

- Reviewing the site history. We prepared a site history based on historical aerial photographs, historical maps, reverse telephone directories, and interviews with individuals having past or current site knowledge.
- Determining recent and vicinity uses. We identified current use and existing conditions of the property and types of land use and environmental conditions near the site by visiting the site and conducting interviews. We also assessed (to the extent possible) the presence and use of hazardous chemicals and underground storage tanks (USTs) at and near the site.
- Reviewing regulatory records. We reviewed regulatory agency records regarding environmental violations or reported incidents, storage or disposal practices for hazardous materials, status of any USTs, and nearby hazardous waste sites.

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This Phase 1 EA report presents the results of our findings based on our research. The property location and results from the site visit are described in **Section 2**. The environmental setting is described in **Section 3**. Historical research is presented in **Section 4**. Results from the regulatory review are reported in **Section 5**. Conclusions and recommendations based on the EA findings are presented in **Section 6**.

1.3 PREVIOUS ENVIRONMENTAL/GEOTECHNICAL INVESTIGATIONS

Ms. Pat Terrell, Leasing Specialist with the King County International Airport, has no knowledge of any prior environmental assessments or geotechnical investigations of the property or the facility. However, AGI did obtain, from the Washington State Department of Ecology (Ecology), a UST closure report for the site. The report is included in **Appendix A** and discussed in **Section 5**.

2.0 SITE DESCRIPTION

A Phase 1 EA reconnaissance was conducted on the Motor Pool site on November 19, 1999. Mr. Heng Tan, former mechanic at the Motor Pool site for about 10 years, accompanied us on the site visit and answered questions. AGI also spoke with Mr. Michael Hamm, Airport Maintenance Manager, and Mr. Ralph Wattles, Airport Systems Maintenance Manager, both of whom had minimal direct knowledge of the Motor Pool site.

2.1 LOCATION

The Motor Pool facility is at 6650 Ellis Avenue South (**Figure 1**), in the Georgetown area of the City of Seattle. Ellis Avenue South parallels the northwest perimeter boundary of the King County International Airport.

2.2 SITE AND VICINITY CHARACTERISTICS

2.2.1 Site Description

Figure 2 depicts the general site layout. A photograph showing conditions on the site at the time of the site visit is provided in **Figure 3**. The property is rectangular, 108.6 feet (ft) wide by 274 ft long (about 0.68 acre) and is relatively flat. The site is surrounded by a gated chain link fence. One 6,650-ft^2 building with an attached canopy is in the southeast corner of the property. Most of the remainder of the property is asphalt paved, except for a narrow strip between the building and the fence line on the south and east sides of the property. The unpaved portion has gravel that is overgrown with weeds. A storm drain catch basin is centrally located in the pavement.

As will be noted in later sections, the building was constructed in the early 1970s. The building is metal framed and sheet metal sided, with concrete slab flooring and sprayed-on insulation. It consists of three bays, restrooms and a couple of small office spaces. A canopy extends off the northeast corner of the building, where a fuel pump evidently had once been located. The western-most bay is set up as a wash rack. A catch basin is in the center of the wash rack that empties to an oil-water separator just outside the bay door. A hoist was reportedly located in the easternmost bay. According to Mr. Tan, originally there was a subsurface hoist that was removed and replaced by an aboveground hoist. A concrete patch from the former underground hoist is visible in the pavement, as are the marks from the aboveground hoist.

2.2.2 Site Use

The property is currently vacant and cleared of all equipment, supplies, and other movable materials. It was most recently occupied by the Washington State Motor Pool and used as a vehicle maintenance facility for automobiles and light trucks. Mr. Tan reported that the facility was used for all routine auto maintenance and repair work (i.e., oil changes, engine repair, brake work, tire rotation). Motor Pool vacated the site about July 1999 (Terrell, 1999).

2.2.3 *Current Uses of Adjoining Properties*

Property in the vicinity is a mix of residential, commercial, and industrial. Land uses adjacent to the site are shown on **Figure 2** and described below:

- To the west, across Ellis Avenue South properties are developed with single-family residences.
- To the north is a building presently occupied by Automated Flight Service Station (6526 Ellis Avenue South) followed by the King County International Airport Maintenance Shop facilities (6518 Ellis Avenue South).
- To the east is a building presently occupied by GW Soil Conditioners (6640 Ellis Avenue South). North of GW Soil Conditioners is a parking lot and east of GW Soil Conditioners is a large historic building formerly occupied by Seattle City Light.
- To the south is the U.S. Air National Guard (ANG).

With the exception of the ANG, hazardous materials use or storage was not visible on properties in the immediate vicinity of the subject property. Equipment storage at the ANG property borders the site. A small brick building also adjacent to the subject property is reportedly used for paint storage (Leet, 1999). A couple of other containers were also noted by a nearby building, such as a poly overpack drum; a radioactive insignia was also noted on the side of the building. The ANG site is paved and appeared well-organized and maintained.

2.3 HAZARDOUS MATERIALS

2.3.1 *Materials Use*

Currently, there is no hazardous materials storage onsite.

2.3.2 *Storage Tanks*

No aboveground or USTs were observed onsite. However, an existing canopy is evidently the location of a former pump island for a former UST.

2.3.3 *Waste Generation and Disposal*

Currently there is no waste generation onsite.

2.3.4 *General Housekeeping*

The site is currently cleared of all equipment and material storage. There were no significant signs of staining, and the asphalt and concrete appeared in good condition. The pavement appeared to be new and in excellent condition. The oil/water separator on the site appeared to have been recently cleaned.

2.4 OTHER CONDITIONS OF POTENTIAL CONCERN

2.4.1 PCBs

Before 1979, PCB-containing oils were commonly used in transformers and fluorescent light ballasts. After 1979, this use was banned. Transformers were not observed onsite. Several fluorescent light fixtures were observed inside the building. Based on the age of the building, the ballasts in these fixtures could contain PCBs.

2.4.2 Asbestos-Containing Materials

Before 1979, many building materials contained asbestos, a material known to cause cancer in humans. The manufacture of most asbestos containing materials was banned in 1979. Common building materials included floor and ceiling tiles, caulking, insulation, and exterior sidings. Based on the age of the building, asbestos could be present in one or more building materials. AGI did not observe the presence of some of these more common asbestos-containing materials.

2.4.3 Lead-Containing Materials

Since 1977, the Consumer Products Safety Commission has limited lead content in most paints to 0.06 percent. Before this date, paint commonly contained higher concentrations of lead. Paint that is high in lead can cause human health problems if ingested. In addition, landfills may not accept demolition debris that contains lead paint due to potential environmental concerns. Because the building has sheet metal exterior siding with very few finished interior walls; lead-based paint is not likely to be an issue at this site.

2.4.4 Radon

As described in *The EDR-Radius Map with GeoCheck™* presented in **Appendix B**, the site vicinity is ranked in the low radon potential group due to the presence of rock types not associated with uranium. The available data for this area show an average of 0.2 picocuries per liter (pCi/L), which is well below the recommended action level of 4 pCi/L.

3.0 ENVIRONMENTAL SETTING

3.1 REGIONAL PHYSIOGRAPHIC CONDITIONS

The site is in the Puget Sound Lowland, a north-south trending structural and topographic depression bordered on the west by the Olympic Mountains, and on the east by the Cascade Mountains. It is underlain by Tertiary volcanic and sedimentary bedrock and filled to the present-day land surface with Pleistocene glacial and nonglacial sediments.

3.2 SOIL/GEOLOGIC CONDITIONS

Published regional geologic information (Waldron et al., 1962; Liesch et al., 1963) indicates that the site is in an area of the Duwamish River Valley that has undergone extensive modification (i.e., filling and channelizing). Native sediments underlying the site are recent alluvial deposits that consist chiefly of sand and silt but also include clay and peat. These deposits may be 300-ft thick or more, and are, in turn, underlain by older unconsolidated deposits and marine sedimentary rocks.

3.3 HYDROGEOLOGIC CONDITIONS

From our review of environmental reports and interviews (Skagen, 1999; Leet, 1999), shallow groundwater in the vicinity occurs in the recent alluvium at depths of 6 to 14 ft below ground surface (bgs). The water table immediately under the site is estimated to occur at 9 ft bgs. Water obtained from wells that tap the recent alluvium of the Duwamish River Valley tends to be objectionably high in chloride content. The principal aquifers are in the unconsolidated materials that lie at depths as much as 300 ft below the valley floor (Liesch et al, 1963). Based on the regional topography, location with respect to the Duwamish River, and interviews (Leet, 1999), we expect the direction of groundwater flow to be primarily to the south with an occasional southwesterly gradient.

3.4 SURFACE WATER FLOW

The site is relatively flat. Surface water flow drains to an onsite catch basin in the center of the site, and to the access road east of the site, which is serviced by other catch basins. Stormwater runoff from the King County International Airport stormdrain system is conveyed by underground storm drain lines to oil-water separators. The King County International Airport holds a National Pollution Discharge Elimination System permit for Baseline and Maintenance Activities (Winters, 1998).

4.0 HISTORICAL USE INFORMATION

4.1 INTERVIEWS

We spoke with Mr. Steve Skagen, manager of the Motor Pool facility during the entire time it operated on the site, and Mr. Heng Tan, a mechanic who worked at the site for 10 years. Mr. Skagen reported that the Motor Pool began operations on the site in 1975. He reported that before the Motor Pool, another division (possibly WSDOT) initiated construction of the building and operated on the site for 3 to 5 years.

Mr. Skagen and Mr. Tan both reported that the Motor Pool operated a vehicle maintenance facility on the site. All routine maintenance of passenger cars and light trucks was performed onsite. Mr. Skagen reported that fluid wastes included oil, antifreeze, and cleaning solvents. Waste oil and antifreeze were kept in 55-gallon (gal) drums and shipped offsite by a vendor such as Safety Kleen. A self-contained solvent parts washer was used onsite, which was also maintained by Safety Kleen or another vendor. Other solvents were used to dampen rags and clean parts. Mr. Skagen reported that the rags were put into the laundry that was picked up for cleaning by a vendor. Mr. Skagen reported that outside storage was limited to vehicles, tires, and metal. Vehicles also were fueled onsite. Fuel was stored in a 10,000-gal UST. No information was found regarding the date of installation. The presence of the canopy and historical site activities suggest that it was installed when the building was constructed. The UST was removed in 1991 (B&C Equipment, 1992).

Mr. Skagen and Mr. Tan both reported that there was always a vehicle wash rack inside the building. This was used to wash the outside of vehicles, but typical operations did not include engine cleaning. Mr. Skagen further reported that the floors were cleaned using ZEP, an industrial-grade detergent. The site was not paved until about 3 or 4 years after the UST was removed. The oil/water separator was installed at the time the site was paved. Before this time, wash water discharged directly into the storm drain system.

4.2 AERIAL PHOTOGRAPHS

Aerial photographs (1936, 1946, 1956, 1960, 1969, 1974, 1980, 1985, 1990, and 1995) obtained by AGI from the Department of Natural Resources and Walker and Associates of Tukwila, Washington were reviewed to provide an indication of historical activities onsite and in the vicinity.

- **1936.** This aerial photograph just barely missed the subject property. Property in the immediate vicinity (i.e., adjacent immediately east) appeared to be agricultural. To the north were houses. To the south-southeast, Seattle City Light's electrical steam plant with two stacks was visible, as were other industrial buildings. To the east (northeast of Seattle City Light) was a large, round berm followed by a long, rectangular building. The bermed area appeared to encircle an aboveground tank. We understand that this tank was used by Seattle City Light for storage of Bunker C oil (Leet, 1999). In the area along Airport Way, south of Hardy Street, about 0.25-mile northeast of the site, was a large industrial facility, which was identified as Zellerbach Paper Company. The airport existed at the time and was identified as "US Air Corps Seattle" on the roof of the terminal building.

- **1944.** This photograph is a poor photocopy and taken at high altitude. The area along Ellis Avenue, including the site, appeared cleared in preparation of development. Surrounding developments appeared similar to those observed in 1936.

- **1956.** The site was a part of a larger unpaved parking lot. Several vehicles could be observed lined up on the eastern half of the site, but none on the western half. Numerous cars were parked east and north of the site. The King County International Airport Maintenance building, about 200 ft north, had been constructed by this time. Residential homes were to the west, across Ellis Avenue South; although directly across from the site only one home occupied about a 0.5-acre lot. Property immediately south of the site was undeveloped, although two industrial buildings could be observed about 200 to 350 ft south and southeast of the site. Industrial features previously described in the 1936 photograph were also similar.

- **1965.** By 1965, the ANG had constructed a long, rectangular building on property immediately south of the site, and vehicles were parked adjacent to the site's south property line. The site was still being used as a parking lot, and conditions in the vicinity were similar to those described in 1956.

- **1970.** Conditions in 1970 appeared essentially the same as those observed in 1965, although there were only a few cars (nine) actually parked on the site at the time.

- **1976.** For the first time, the building that presently exists onsite was observed. Numerous cars were parked on the site, which appeared unpaved. The property immediately to the north and east still had not been developed. Other conditions in the immediately surrounding area appeared similar to the 1970 photograph. The rectangular building noted in 1936 that was east of the bermed aboveground tank had been removed by this time.

- **1978.** The site appeared unchanged as compared with the 1976 photograph. Surrounding developments were also similar, except that a building had been constructed on the property immediately to the east (6640 Ellis Avenue South). This new structure (similar to the one that presently exists on the property) had new pavement around its west and southwest sides.

- **1981.** The site appeared unchanged as compared with the previous photograph. Disorganized storage and staining were observed east and north of the building east of the site (6640 Ellis Avenue South). This was the former location of FAMCO Transport, which will be discussed further in **Section 5**. The entire property north of the site appeared to be covered with containers. Conditions on other surrounding properties in the vicinity appeared similar to the 1978 photograph.

- **1985.** The ANG building immediately south of the site was replaced by another large building and a small building adjacent to the south side of the site. The entire ANG property had been paved. The configuration is similar to present. The property to the north was back to being a vacant lot with no storage containers. Conditions on the site and other properties in the vicinity were essentially the same as observed in 1981.

- **1996.** This is the first photograph that shows the site to be paved. The adjacent property to the east (6640 Ellis Avenue South) was also paved, and the haphazard storage was gone. The property to the north was developed with the same building that presently exists onsite. Two new houses were constructed north of the site, but there was still a vacant lot immediately to the west. The bermed, aboveground tank structure east of the site originally noted in 1936 was gone, as was the Zellerbach facility (replaced by aircraft parking).

4.3 HISTORICAL MAPS

4.3.1 Topographic Maps

Historical topographical maps were provided by EDR for the years 1894, 1949, 1968, and 1973 (**Appendix C**). The 1894 map shows the Duwamish River during its original meandering configuration. The map scale is too large to identify specific site or vicinity features.

The 1949 map shows the Duwamish River after it had been filled and channeled. Boeing Field is shown in the 1949 map. In 1949, the site does not appear to be developed, although a road appears to loop through the site. There were several small, rectangular buildings and other larger buildings east of the site. The bermed structure identified in aerial photographs was identified as a tank in the topographic map.

The 1968 map still shows the site as undeveloped. The King County International Airport Maintenance Shop north of the site appears for the first time. Other structures noted south of the site were as already described in the aerial photographs. The tank noted in the 1949 map was not present in the 1968 map.

The 1973 map shows the present building on the site. Conditions on surrounding properties appeared similar to those shown on the 1968 map.

4.3.2 Sanborn Maps

Properties in the surrounding area were covered by Sanborn Fire Insurance Maps dated 1904, 1917, 1929, 1949, and 1966. **Appendix D** includes copies of these maps.

In 1904, residential development extended to Flora Avenue, east of Flora property appeared to be unsubdivided and undeveloped. Except for Flora Avenue, road names were different than present. Estelle became Carleton Avenue South, Charleston Avenue became Corson Avenue South, Monroe became South Warsaw Street, and Howard became South Willow Street.

Ellis Avenue South was shown on the 1917 map. The site, surrounding property, and property immediately west of Ellis Avenue South were identified as vegetable gardens. There appeared to be a few sheds within the vegetable gardens, but otherwise there was no development on or immediately adjacent to the site. The surrounding area was residential, except for Seattle Lighting Company (Seattle City Light), which was identified in previous sections.

Features shown on the 1929 map were similar to those shown on the 1917 map. However, the area of the vegetable garden west of Ellis Avenue was subdivided and developed with several residences. There was no land use identified on the site and immediately surrounding area; it appeared to be fallow land.

The 1949 map still showed the site and property to the north and east to be undeveloped. Residences were to the west as shown on previous maps. To the south were four buildings, identified from closest to farthest as U.S. Government Occupancy, Edison Technical School Ellis Avenue Branch (airplane school), Boeing Airplane Company Maintenance Shop, and general storage. Building locations were the same as those observed in the air photographs.

The 1966 map was similar to the 1949 map. The site still did not appear to be developed. The building identified as U.S. Government Occupancy had additional verbiage that identifies it as equipment storage for the Air National Guard. Three additional smaller storage buildings also were located east of this building.

4.4 LOCAL STREET DIRECTORIES

Several Seattle City directories (Polk's 1938, 1948-49, 1953, 1964, 1970, 1977, 1980, 1983, and 1994) were reviewed. **Table 1** summarizes listings for addresses 6500 through 6700 Ellis Avenue South for these years. The WSDOT Motor Pool is the only noted tenant for the subject property, and was first listed in 1977.

Odd-numbered addresses were residential, except for 6523/6525. These two small adjacent lots may have been combined after 1970. The lots appear to have been a service station from at least the 1930s to about the mid-1970s, followed by a dry cleaners in the 1980s, and possibly another fueling facility in the 1990s. Present activities on this property are difficult to ascertain; it appears to be residential.

The ANG was identified at its present location since 1964. FAMCO Transport was identified at 6640 Ellis Avenue South 1994, but not in previous years. The U.S. Transportation Department Federal Aviation at 6526 Ellis Avenue South, which is north of the site, was identified in 1994 with no listings for this address in previous years. The King County Airport Maintenance Facility was first listed in the 1977 directory and appears in all subsequent years.

4.5 SUMMARY

In summary, a vehicle maintenance facility operated on the site since the early 1970s, or about 25 years. Before this time, the site was undeveloped, but was used as a vegetable garden and then a parking lot. Routine vehicle maintenance operations were conducted onsite including oil and other fluid changes, mechanical repairs, washing, and fueling. Fluids such as new and waste oil, antifreeze, and cleaning solvents reportedly were not stored outside, but were reportedly stored inside the building, and the wastes picked up for recycling on a regular basis. The site was not paved until about 1994 or 1995, at which time an oil/water separator was installed.

Properties west of the site, across Ellis Avenue South changed from agricultural to residential. The only exception is a property at 6523/6525 Ellis Avenue South, about 200 ft to the northwest, which has had a long history of fueling operations. A dry cleaners may have also operated on the property.

Since about the early 1960s, the ANG occupied the property immediately to the south. The building immediately to the east (6640) was constructed about 1978, and appeared to have been occupied by a hazardous waste hauler (FAMCO) throughout the 1980s and into the early 1990s. Haphazard storage and stained ground surfaces could be observed on the FAMCO property in photographs taken during the 1980s. Based on historical sources described above, the property to the north was not developed until some time during the 1990s. However, review of the State UST database described in **Section 5** indicates that it may have been developed in 1986.

Other sites of interest include the King County International Airport Maintenance Facility, which appeared to have been constructed during the mid-1950s, and the Seattle City Light facility, which was constructed between 1904 and 1917. There appeared to have been a large aboveground tank associated with this building. Another major industrial site, the Zellerbach Paper Company, was situated about 0.25-mile east of the site from at least the 1930s into the 1990s.

5.0 RECORDS REVIEW

Federal and State databases were reviewed to identify and evaluate sites that generate, transport, store, or dispose of hazardous materials, or that have known or potentially identified contamination that could produce adverse impact on the property. Our research was conducted according to current ASTM standards for environmental site assessments.

Environmental Data Resources, Inc. (EDR) was contracted to perform analysis and reporting of regulatory agency databases, and their report is included in **Appendix B**. The EDR report includes radius maps that show the approximate locations of listed sites with respect to the Motor Pool site. The EDR report also contains a list of unmappable "orphan sites." AGI reviewed this orphan sites list and included sites of interest in the following discussion and evaluation, as appropriate. A brief description of the most important Federal and State databases reviewed and a summary of the review findings is provided in **Sections 5.1** and **5.2**.

The subject property is listed on the State's leaking UST database. To further evaluate potential contamination sources, AGI researched Ecology's files on the subject property and listed nearby sites of potential concern and, whenever possible, interviewed personnel knowledgeable of sites of concern. Our research findings are summarized in **Section 5.3**.

5.1 FEDERAL RECORDS SOURCES

5.1.1 National Priority List (NPL)

The NPL identifies sites for priority cleanup under the Superfund Program. There are no NPL sites within a 1-mile radius of the Motor Pool site.

5.1.2 CERCLIS List

The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list is a compilation of known or suspected uncontrolled or abandoned hazardous waste sites. These sites have been investigated, or are currently under investigation by the Environmental Protection Agency (EPA) for possible inclusion on the NPL. There are no CERCLIS sites within 0.5 mile, but there are two CERCLIS No Further Remedial Action Planned (CERC-NFRAP) sites within 0.25 mile of the Motor Pool site.

These sites are the Washington Air National Guard, which is adjacent to the south side of the site, and Arrow Transportation at 6737 Corson Avenue South, about 0.25 mile west of the site. AGI conducted further research of the Washington Air National Guard; our findings are provided in **Section 5.3**. Arrow Transportation is relatively distant from the subject property, and is expected to be downgradient with respect to the expected direction of groundwater flow. Therefore, the potential for impact to the subject property is expected to be low.

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5.1.3 Resource Conservation and Recovery Act Information System List

The EPA maintains a list of facilities that generate, transport, store, treat and/or dispose of hazardous material, as required by the Resource Conservation and Recovery Act (RCRA). It is not a list of contaminated sites or documented hazardous material releases. There are no RCRA treatment, storage, or disposal facilities within 0.5 mile of the facility. There are seven RCRA small-quantity generators (SQGs) and one large-quantity generator (LQG) within 0.25 mile of the facility as follows:

Facility Name	Site Address	Generator Status	Distance/Direction From Site
FAMCO Transport, Inc.	6640 Ellis Avenue South	SQG	Adjacent/east
WA DNR Corson Avenue Site HAT BOO	6800 East Marginal Way and Corson Avenue	SQG	0.25 mile/west
Bens' Truck Parts	6655 Corson Ave South	SQG	0.25 mile/west
Northwest Bottling Co.	1136 South Albro Place	SQG	0.25 mile/north
Arrow Transportation	6737 Corson Avenue South	SQG	0.25 mile/west
King Co. Airport - Maint.	6518 Ellis Avenue South	SQG	200 ft/north
WA DOT Corson	6431 Corson Avenue South	LQG	0.25 mile/west, northwest
B&G Machine, Inc.	6400 Corson Avenue South	SQG	0.25 mile/west, northwest.

Due to their proximity, Ecology's files were reviewed for FAMCO Transport and the King County Airport Maintenance facility, a discussion of which is provided in **Section 5.3**.

5.1.4 RCRA Corrective Action (CORRACTS)

CORRACTS is a list of all hazardous waste handlers with RCRA correction action activity. The report shows which nationally defined corrective action core events have occurred for every handler that has had corrective action activity. Four CORRACTS-listed sites were identified within 1 mile of the Motor Pool site, all of which are significantly distant and crossgradient to downgradient.

5.1.5 Emergency Response Notification System (ERNS)

All telephone calls made to the National Response Center (NRC) are documented in the ERNS database. The NRC may be contacted to report any number of types of toxic substance spills or releases. Only the target property is searched on this database, of which the Motor Pool site was not listed.

5.2 STATE RECORDS SOURCES

5.2.1 Confirmed and Suspected Contaminated Sites List (CSCL)

Within about 1 mile of the Motor Pool property, 30 listings are included in Ecology's CSCL. One site, Seattle Air National Guard, is adjacent to south side of the Motor Pool site. AGI reviewed Ecology's files on Seattle Air National Guard; our findings are presented in **Section 5.3.**

Of the remaining 29 sites, 17 are greater than 0.5-mile away, and 12 are between 0.25 and 0.5 mile. The closest two most likely upgradient sites are Marine Vacuum Service, Inc., at 1516 South Graham Street, and North Coast Chemical Co., at 6300 17th Avenue South, both of which are about 0.5-mile northeast of the Motor Pool site. AGI conducted a review of Ecology's files for Marine Vacuum Services and North Coast Chemical Co. in 1998. Contaminants of concern at Marine Vacuum are primarily petroleum hydrocarbons. At North Coast Chemical Plant, contaminants include chlorinated solvents and petroleum hydrocarbons. Petroleum hydrocarbons are not likely to migrate the distance to the subject property. At the time of our review, chlorinated solvents at the North Coast Chemical Plant did not appear to have migrated significantly offsite.

5.2.2 Underground Storage Tank Program

Information was obtained on the locations of active and inactive registered USTs and leaking underground storage tanks (LUSTs) from the databases maintained by Ecology. The Motor Pool site is listed on both the UST and LUST lists. AGI reviewed Ecology's files for this site; our findings are presented in **Section 5.3**. There are nine UST-listed sites within 0.25 mile and 34 LUST-listed sites within 0.5 mile of the Motor Pool site. In the immediate site vicinity, UST-listed sites include the ANG immediately to the south, Automated Flight Service Station (AFSS) immediately to the north, and the King County Airport Maintenance Shop.

LUST sites in the immediate vicinity include A&T Pump at 6525 Ellis Avenue South, King County Airport Maintenance, and Georgetown Steam Plant (now a museum) at 1131 South Elizabeth Street. With the exception of AFSS, files on the aforementioned sites were researched at Ecology; our findings are discussed in **Section 5.3**. Seattle City Light on Myrtle Street was also identified as a site of interest due to its proximity, the files of which were also reviewed. AFFS was only identified on the UST listing for a 1,100- to 2,000-gal UST that had been removed. Apparently, the AFSS UST had been in the ground no more than 10 years, and no release had been identified upon its removal. Other UST- and LUST-listed sites are relatively distant or downgradient to crossgradient of the Motor Pool site, and were not researched further.

5.2.3 Washington Independent Cleanup Reports (ICR)

The ICR listing identifies reports of independent cleanup actions submitted to Ecology. The remedial action(s) have been conducted without Ecology oversight or approval, and are not under an order or decree for such remediation. This list identifies 51 remediation reports (multiple reports received for some sites) for sites within 0.5 mile of the Motor Pool site. Two reports have been received for the ANG and one report of the King County Airport Maintenance facility. All of these sites are listed as undergoing or having undergone remedial action. It does not necessarily constitute that cleanup actions have been completed. ICRs were reviewed at Ecology for sites of interest as identified above; findings are presented in **Section 5.3.**

5.2.4 Former Manufactured Gas Sites

A review of coal gas sites within 1 mile identified Seattle Lighting at the 6300 block of Swift Avenue, about 0.5 mile northeast of the site. Coal gas sites are often contaminated with petroleum hydrocarbons and polycyclic aromatic hydrocarbons. However, the site is not listed on Ecology's confirmed and suspected contaminated sites list, which indicates that this site has not yet been investigated. Hydrocarbon and PAH contaminants are unlikely to migrate the distance required to reach the Motor Pool site.

5.3 ECOLOGY FILE REVIEW AND INTERVIEWS

Ecology's files for several of the listed sites, including the UST removal for the subject site, were reviewed. The following sections summarize our findings.

5.3.1 Washington State Motor Pool

Ecology's files contain a report of an unleaded-gasoline UST closure and soil cleanup dated January 20, 1992, a copy of which is included in **Appendix A**. On November 14, 1991, B&C Equipment removed one 10,000-gal unleaded gasoline tank from the site. At the time of the removal, soil samples were collected from the UST excavation bottom and sidewalls and analyzed for total petroleum hydrocarbons quantified as gasoline (TPH-G) and benzene, ethylbenzene, toluene, and xylene (BETX). The TPH-G concentration was 1,600 milligrams per kilogram (mg/kg) in the bottom sample, as compared with the cleanup level of 100 mg/kg. BETX cleanup levels were also exceeded in the bottom and one sidewall sample.

B&C Equipment excavated another 125 cubic yards of soil and resampled the excavation. Petroleum hydrocarbon concentrations in all of these samples were below cleanup levels. Excavated soils were transported to Sterling Asphalt where they were thermally treated and incorporated into asphalt. The B&C report indicated that only seepage was noted at the final excavation depth of 12 ft bgs. However, Mr. Skagan reported that the excavation did fill with groundwater.

B&C Equipment's UST closure and cleanup report was submitted to Ecology for review. The files contain a letter from Ecology dated March 24, 1992 that stated, "based on the information provided to Ecology, proper procedures have been followed and the requirements for tank closure and remediation of potential releases of petroleum under state and federal laws ... have been met."

Based on information provided in the closure report, the release from the UST did not appear to be overly large and may have occurred from overspillage, although the condition of the tank was not noted in the report. While the release did not appear to be large, our review of hydrologeologic information for the area indicates that the water table was near or at the base of the tank. This indicates that groundwater was potentially affected. Based on information in the report, it appears that the piping was not removed, and the soils under the piping were not sampled. In our experience, leaking piping is one of the primary causes of releases from USTs.

5.3.2 King County International Airport Maintenance Facility

Ecology's file for King County Airport Maintenance Facility contains a UST closure report by James P. Hurley Co. dated November 10, 1992. In October 1992, two 1,000-gal USTs were removed. The USTs were located just inside the entrance to the property, between the building and the planter that bounds Ellis Avenue South. Tightness tests conducted on the USTs in March 1992 indicated that one of the USTs was leaking. When the tanks were removed, water was observed in the excavation at a depth of 10 ft below ground surface and sheen was evident. Initial soil samples collected from the UST excavation contained 500 to 10,000 mg/kg TPH-G. Additional soil was excavated.

The report indicates that, although additional contaminated soil was removed (quantity unspecified), no additional soil was removed from the base of the excavation where the 10,000-mg/kg TPH-G sample was collected, and that the water in the excavation contained 100-milligrams per liter (mg/L) TPH-G, which exceeds the 1-mg/L State cleanup level. BETX concentrations were also high and exceeded State cleanup levels. At this point, it appears that the excavation was backfilled and no further action conducted. Mr. Hamm, Airport Maintenance Manager, did not have any knowledge of the removed USTs.

The edge of the UST excavation was about 170 ft north of the site. Based on the apparent sized of the release, there is some potential for impact to the site. The plume may have attenuated to nondetectable levels before having reached the subject site.

5.3.3 FAMCO Transport

Ecology's files do not contain much information on this site. FAMCO was a hazardous waste transporter. Some of the wastes they handled included oil, thinners, ethylene glycol, paint, paint thinner, alkaline liquids (unspecified), corrosive liquids (unspecified), ferric chloride, and spent plating solution from electroplating. The files contain a complaint dated September 24, 1993 that states, "There are drums in the back of this trucking company's business that they use to dump oil and antifreeze in. The drums are rusted and not covered." Ecology conducted a dangerous waste compliance inspection on May 18, 1994 and noted the following violations:

- Containers of dangerous waste without ID codes.
- Dangerous waste accumulated onsite greater than 90 days.
- Accumulation start date not noted on containers.
- Containers not labeled as hazardous waste.
- Containers of dangerous waste left open.

Ecology's inspection notes indicated that the drums were located directly behind the east end of the building and 100 ft further behind the building along the east fence line.

It is obvious that this company's handling of hazardous wastes was poor. Considering the reports in this file, that the site was not paved until recently, and that aerial photographs indicate the presence of staining on the ground surface, hazardous waste releases are likely to have occurred at this site. The property appears to be crossgradient to slightly upgradient of the subject property. Drum storage occurred on the north and west portions of the property, away from the subject site. Without further information, it is impossible to speculate further regarding the magnitude of contamination and potential for impact to the subject site.

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5.3.4 A&T Pump

A&T Pump is presumably the same property identified as T&W Pumps in the Polk directories, since the address is the same. Ecology's files on this site only contain a notice of release dated August 1992. The notice states that the USTs were installed in the 1940s and removed in 1985. Notes of soil analytical data reported gasoline at 125 mg/kg, diesel at 270 mg/kg, and used oil at 12,000 mg/kg. However, there was no information as to how these samples were collected.

Petroleum hydrocarbon contamination is likely a concern at this site due to the length of time and era in which it operated as a service station. Historical dry cleaning operations are also a potential concern at this site. The chlorinated solvent tetrachloroethene (PCE) is a common contaminant associated with dry cleaners. In our experience, a hydrocarbon plume such as one that could be expected at the A&T Pump property, is not likely to migrate as far as the subject property. However, PCE often migrates significant distances due to its chemical properties and recalcitrant nature.

5.3.5 U.S. Air National Guard

Ecology's files on the ANG contain two UST removal reports dated December 1998 and November 1996. No contamination was identified during either of these UST closures. They also contain a report of a gasoline spill cleanup dated July 1997. The spill occurred from a portable gasoline tank that contained only about 4 gal. The spill occurred on the east side of the ANG site, well away and downgradient from the subject property.

During AGI's site reconnaissance, we noted the presence of a monitoring well adjacent to the subject site, near the northwest corner. During our interview with Mr. Skagen, he had noted that he had attended a meeting held by the ANG where they had indicated that wells were installed to monitor contaminants in the area. There had been rumors that dumping had occurred in the northeast corner (adjacent to the subject property). Reportedly, there was not enough contamination detected to require that actions be taken.

AGI spoke with Mr. Rob Leet with ERM, the environmental consultant for the ANG. Mr. Leet confirmed Mr. Skagen's communication with AGI. He further reported that the only contaminant identified at this particular monitoring well has been PCE. The well has been monitored regularly since September 1996. PCE concentrations have ranged from less then the detection limit to 17 micrograms per liter (µg/L), but typically less than 5 µg/L. Under the Washington State Model Toxics Control Act (MTCA), the Method A cleanup level for PCE in groundwater is 5 µg/L.

In May 1999, PCE was detected at 6.8 µg/L, but was not detected during the August 1999 sampling round. ERM had not been able to determine the source of this contamination. Mr. Leet reported that they had reviewed Motor Pool's records, but did not identify PCE use onsite. Mr. Leet indicated that they were not aware of the former dry cleaners at the A&T Pump property on Ellis Avenue South, which is upgradient of the monitoring well.

Mr. Leet further reported that there is a large chlorinated solvent plume originating at the south side of the ANG property. This plume is downgradient of and migrating away from the site.

5.3.6 Seattle City Light

Seattle City Light is suspected of petroleum hydrocarbon and PCB contamination, based on historical operations. Ecology's files on this site are incomplete. Significant contamination has not been positively identified with this facility at this time. This facility appears to be crossgradient of the subject property.

The Seattle City Light Georgetown Steam Plant on Elizabeth Street is also on the LUST list. Ecology's files were not complete for this site. While the EDR report indicates that four 10,000- to 20,000-gal USTs for heating oil were removed, Ecology's files do not contain documentation of the closure or of cleanup actions taken. The only information contained within the files alluded to a complaint that King County Airport had placed petroleum-contaminated soil onto their property, that was subsequently removed.

6.0 CONCLUSIONS AND RECOMMENDATIONS

Our research indicates that the site was initially used to grow vegetables from about the turn of the century through the 1930s. Beginning in the 1950s or possibly the 1940s the site was used to park cars until the early 1970s, when the present building was constructed on the site. The building was reportedly initially occupied by the WSDOT until 1975 when it was taken over by the Washington State Motor Pool, which occupied the site until July 1999. Both WSDOT and the Motor Pool used the site for vehicle maintenance and fueling. A 10,000-gal UST, apparently installed when the building was constructed, was removed in November 1991. Land uses in the immediate vicinity are mixed residential and industrial, predominantly related to airport and military operations.

6.1 POTENTIAL ONSITE CONTAMINATION SOURCES

Likely significant contamination sources were not identified for land uses prior to development of the site. A variety of hazardous automotive fluids and wastes are associated with vehicle maintenance operations that occurred over the past 25 years, including motor oil, grease, antifreeze, degreasing solvents, and batteries. Interviews with personnel who have worked onsite indicate that such wastes were properly stored and disposed. Review of historical aerial photographs also did not identify areas of drum storage or ground surface staining on the property. Based on this, significant contamination sources were not identified from routine chemical use associated with former vehicle maintenance operations. However, two potential onsite contamination sources were identified, the former UST and the former subsurface hoist.

Soil contamination was identified with a UST that had been used for onsite fueling. Documentation of the UST removal, contamination assessment, and cleanup actions indicates that contaminated soil identified in the UST cavity has been removed. Although Ecology indicated concurrence with conclusions of the report, AGI's review identified two concerns. First, the underground piping to the fuel pump was not removed and assessed. Second, contaminated soils existed in close proximity to the water table. Contaminated soils this close to the water table could have impacted the groundwater.

No documentation was found regarding assessment of soils around the hoist during its removal. Hydraulic fluid may (and often does) leak from these subsurface structures and impact surrounding soils.

6.2 POTENTIAL OFFSITE CONTAMINATION SOURCES

Industrial activities have occurred in the site vicinity since around the beginning of the 1900s. Seattle City Light, about 300 ft to the east, and Zellerbach Paper, about 0.25 mile to the east-northeast were two of the earliest industries. Industries and support operations grew after the airport was established in the 1930s. AGI's historical research and review of agency files did not identify contamination sources that are known to have affected the site. However, several facilities that have known or suspected contamination were identified in the site vicinity. The following potential concerns were noted for the immediate site vicinity.

- **King County International Airport Maintenance Facility:** Groundwater was impacted with petroleum hydrocarbons from former fuel USTs and residual soil contamination was apparently left in place upon closure.

- **A&T Pump:** Relatively minor petroleum hydrocarbon contamination has been identified for this site. However, the long history of fueling operations and possible dry cleaning operations are indicative that significant contamination may exist at this property that has not been identified. Further, communications with ANG's environmental consultant verified the presence of the common dry cleaning solvent PCE in groundwater adjacent to the downgradient edge of the subject property. This indicates that PCE is migrating through the subject property. PCE concentrations detected in the ANG's monitoring well have typically been below the cleanup level of 5 µg/L, but there have been some exceedances. PCE concentrations in onsite groundwater could be expected to be slightly higher.

- **Seattle City Light:** Significant petroleum storage apparently had been associated with this site. Aerial photographs indicate the presence of an aboveground tank and UST records indicate the Steam Plant site on Elizabeth Street had numerous USTs.

- **FAMCO Trucking:** FAMCO Trucking apparently transported hazardous wastes. According to information in Ecology's files, FAMCO did not practice proper care in handling of these wastes. Aerial photographs showed evidence of staining and haphazard storage, further indicating sloppy handling practices, and the potential for spills that may have resulted in contamination.

In summary, significant industrial activities have occurred throughout the general site vicinity for nearly a century. Several of these industries are known or strongly suspected of having soil and groundwater contamination from historical activities. Our research indicates that contamination from at least one site impacts the subject property. Based on data obtained from a well on the ANG property immediately downgradient of the site, a PCE plume is expected to be migrating through the site. The source of PCE is likely a former dry cleaners (the A&T Pump property) located at the corner of South Warsaw Street and Ellis Avenue South. PCE concentrations are apparently not particularly high, but may occasionally exceed the State cleanup level.

6.3 RECOMMENDATIONS

6.3.1 Potential Contamination Issues

AGI recommends the following:

- Removal of underground piping associated with the former UST and soil sampling conducted to evaluate whether the piping had leaked.
- Soil sampling in the area of the former hoist to evaluate the potential of hydraulic fluid leakage.
- Groundwater sampling to evaluate potential groundwater contamination from the UST release.

Groundwater sampling could also evaluate potential contamination from the suspected offsite PCE source. However, it is unlikely that Ecology would require King County to conduct cleanup actions related to the chlorinated solvent contamination.

6.3.2 Other Regulated Materials

Asbestos: AGI did not identify likely ACMs; however, based on the age of the building, asbestos could be present in one or more building materials. We recommend conducting an ACM survey before remodeling or demolition.

Lead-Based Paint: The age of the building indicates that paints used on the building could be lead-based. Because the building has sheet metal exterior siding with very few finished interior walls; lead-based paint is not likely to be an issue at this site. However, lead-based paint should be assessed by a qualified specialist prior to remodeling or demolition.

PCBs: Fluorescent light fixtures observed within the building likely predate fixtures manufactured before 1979, which do not contain PCBs. Standard EPA policy is to assume that ballasts contain PCBs if they are not labeled "No PCBs." AGI recommends inspection of all such fixtures prior to removal or replacement. Unlabeled ballasts should be removed and disposed of in accordance with EPA, state, and local regulations.

SEA408773

7.0 USE OF REPORT

This Phase 1 EA has been prepared for the exclusive use of King County for this project only. Our scope of services was developed in conjunction with King County involvement to achieve specific project objectives, with the intent of establishing an appropriate balance between level of effort and uncertainty. Providing this report to others not party to this mutual scope determination, or using it for other projects or purposes, can result in misunderstandings or incorrect assumptions. AGI cannot be responsible for interpretation or extrapolation of the data contained herein, except as stated in our conclusions.

Our conclusions are based on data described herein and our experience and professional judgement. The data were either made available to AGI or reasonably obtained within the practical constraints of our scope of services. Nothing can be done to eliminate all unknowns; however, we can help you take steps to lessen their impact. If you become aware of data we did not consider, or have any questions concerning our conclusions, please advise us immediately.

There is no such thing as a perfect due diligence and no practical study or procedure can or should be expected to discover all potential contamination. However, we believe this environmental assessment does represent due diligence as determined in accordance with professional standard of care. This standard is the current level of care and skill ordinarily exercised by members of the engineering profession practicing under similar conditions in the project area. AGI cannot be responsible if due diligence standards change or if you are required to meet a higher standard.

8.0 REFERENCES

PUBLICATIONS/REPORTS

ASTM. 1997. *American Society for Testing and Materials Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E 1527-97.* West Conshohocken, Pennsylvania.

B&C Equipment Company. 1992. *Environmental Site Assessment for the property located at 6650 Ellis Avenue South, Seattle, Washington.* Prepared for Todd Hirai. January 20.

Liesch, Bruce A., Charles E. Price, and Kenneth L. Walters. 1963. "Geology and Groundwater Resources of Northwestern King County, Washington." Prepared in cooperation with the United States Geological Survey Groundwater Branch. Water Supply Bulletin No. 20.

Waldron, Howard H., Bruce A. Liesch, Donald R., Mullineaux, and Dwight R. Crandell. 1962. *Preliminary Geologic Map of Seattle and Vicinity, Washington.* Department of the Interior United States Geological Survey. Miscellaneous Geologic Investigations Map I-354.

INTERVIEWS

Hamm, Michael. 1999. (206) 296-7337. Airport Manager for the Boeing Field/King County International Airport. Personal communication with Pamela Morrill of AGI on November 18, 1999.

Leet, Robert. 1999. ERM, consultant for the Air National Guard. (425) 462-8591. Personal communication with Pamela Morrill of AGI on December 8, 1999.

Skagen, Steve. 1999. Former manager of the Motor Pool facility. (360) 407-0316. Personal communication with Pamela Morrill of AGI on November 30 and December 8, 1999.

Tan, Heng. 1999. Former mechanic at the Motor Pool facility. (206) 296-7337. Personal communication with Pamela Morrill of AGI on November 19, 1999.

Terrell, Patricia. 1999. Leasing Specialist King County International Airport/Boeing Field, Seattle, Washington. (904) 304-1964. Personal communication with Pamela Morrill at AGI on November 10 and December 8.

Wattles, Ralph. 1999. Airport Systems Manager for the Boeing Field/King County International Airport. Personal communication with Pamela Morrill of AGI on November 18, 1999.

OTHER INFORMATION SOURCES

Aerial photographs obtained through Walker & Associates, Tukwila, Washington and the Department of Natural Resources, Olympia, Washington dated 1936, 1946, 1956, 1960, 1969, 1974, 1980, 1985, 1990, and 1995.

Reverse telephone directories available at Puget Sound Archives, Bellevue, Washington dated 1938, 1948049, 1953, 1964, 1970, 1977, 1980, 1983, and 1994.

Sanborn Fire Insurance Maps available through EDR dated 1904, 1917, 1929, 1949, and 1966.

Topographic maps available through EDR dated 1894, 1949, 1968, and 1973.

Winters, Jeffry. 1998. Airport Engineer (former), Department of Construction and Facilities Management for the King County Airport/Boeing Field. Personal communication with J. Compear of EcoChem Inc. on April 17 and 21.

DISTRIBUTION

1 copy	King County International Airport Post Office Box 80245 7233 Perimeter Road Seattle, Washington 98108 Attention: Ms. Pat Terrell
2 copies	King County International Airport Post Office Box 80245 7233 Perimeter Road Seattle, Washington 98108 Attention: Ms. Cynthia Stewart
1 copy	King County Division of Capital Planning and Development Department of Construction and Facilities Management GGCIP Satellite Office 400 Yesler Way, MS:2Y Seattle, Washington 98104 Attention: Mr. Joe Hicker
1 copy	King County Property Services King County Administration Building 500 Fourth Avenue, Room 500 Seattle, Washington 98104-2337 Attention: Ms. Carol Thompson

Quality Assurance / Technical Review by:

Gary Laakso
Principal

GLL/dhb/sl

TABLES

Table 1
Historical Reverse Telephone Directory Listings
King County/Motor Pool Phase I EA
6500-6700 Ellis Avenue
Seattle, Washington

Address	1994	1983	1980	1977	1970	1964	1953	1948-49	1938
6500-6700 (odd #, except where noted)	Private Names	see 1994	see 1994	see 1994	see 1994	see 1994	see 1994	see 1994	see 1994
6518	County Int. Airport (Maint)	see 1994	see 1994 (6512)	see 1994	not listed	not listed	not listed	not listed	not listed
6524	not listed	not listed	Custom Bilt Prod . (window shade mfg)	see 1980	not listed	not listed	not listed	not listed	not listed
6523	not listed	not listed	not listed	not listed	So. End Used Furniture	see 1970	see 1970	Petrovich Used Furniture	Petrovich Gas Station
6525	T&W Pumps [a]	Georgetown Cleaners	Every Lady's Dream (florist)	vacant	Petrovich Bros. Heating Oil and Service Station	see 1970	Christenson Oil Ellis Ave. Service Sta.	Ellis Ave. Service Sta.	Petrovich Grocery
6526	US Trans. Dept. (Fed Av)	not listed	not listed	not listed	not listed	not listed	not listed	not listed	not listed
6640	Famco Transport	not listed	not listed	not listed	not listed	not listed	not listed	not listed	not listed
6650	State Dept of Trans.	see 1994	see 1994	see 1994	not listed	not listed	not listed	not listed	not listed
6736	State Air Natl. Guard	see 1994	see 1994	see 1994	see 1994	see 1994	not listed	not listed	not listed

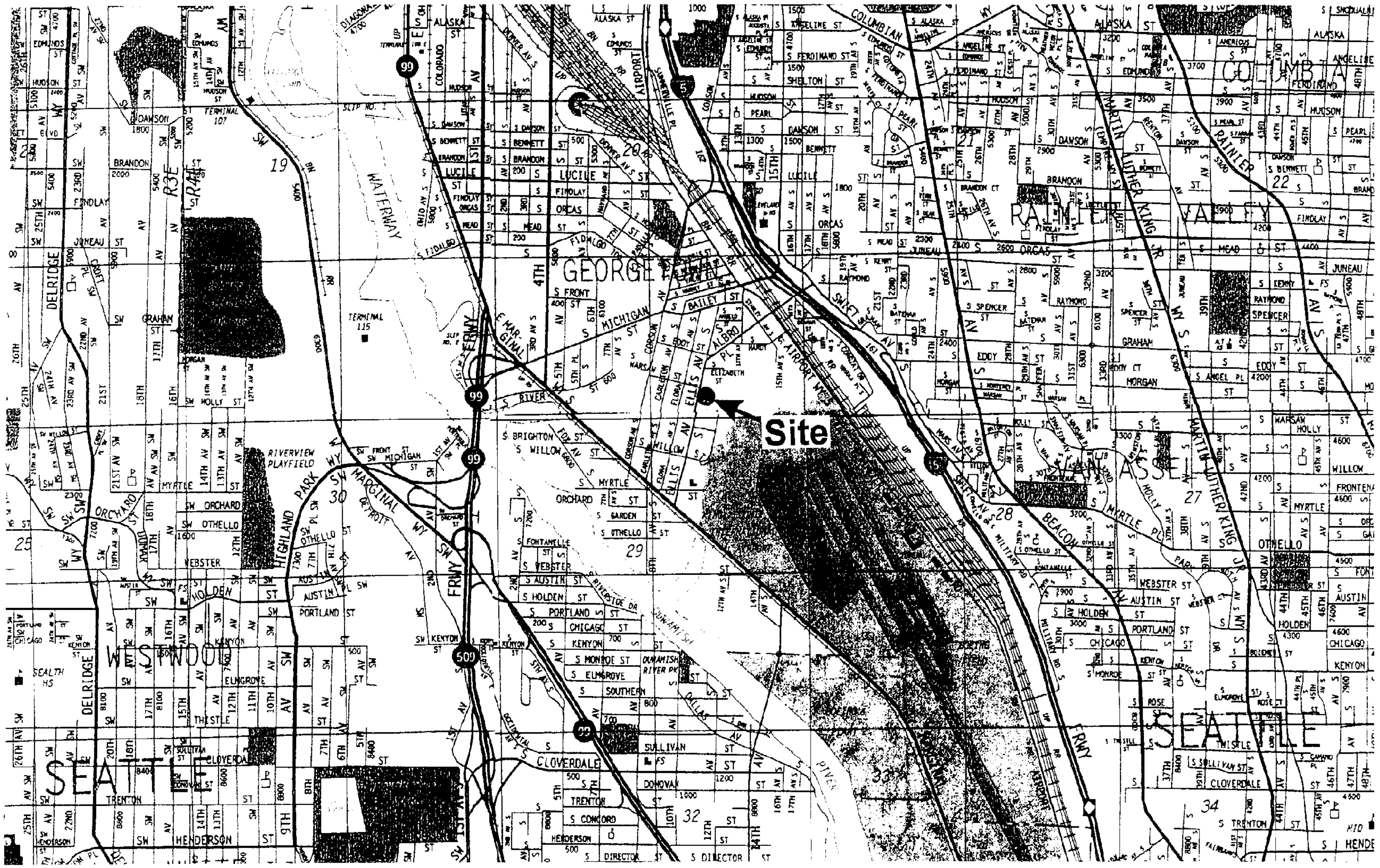
Note:

a) Presumably the same as A&T Pumps identified in agency listings.

KCSlip4 42249
SEA408779

FIGURES

SEA408780



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N

0 2400
Scale in Feet

AGI
TECHNOLOGIES

Vicinity Map

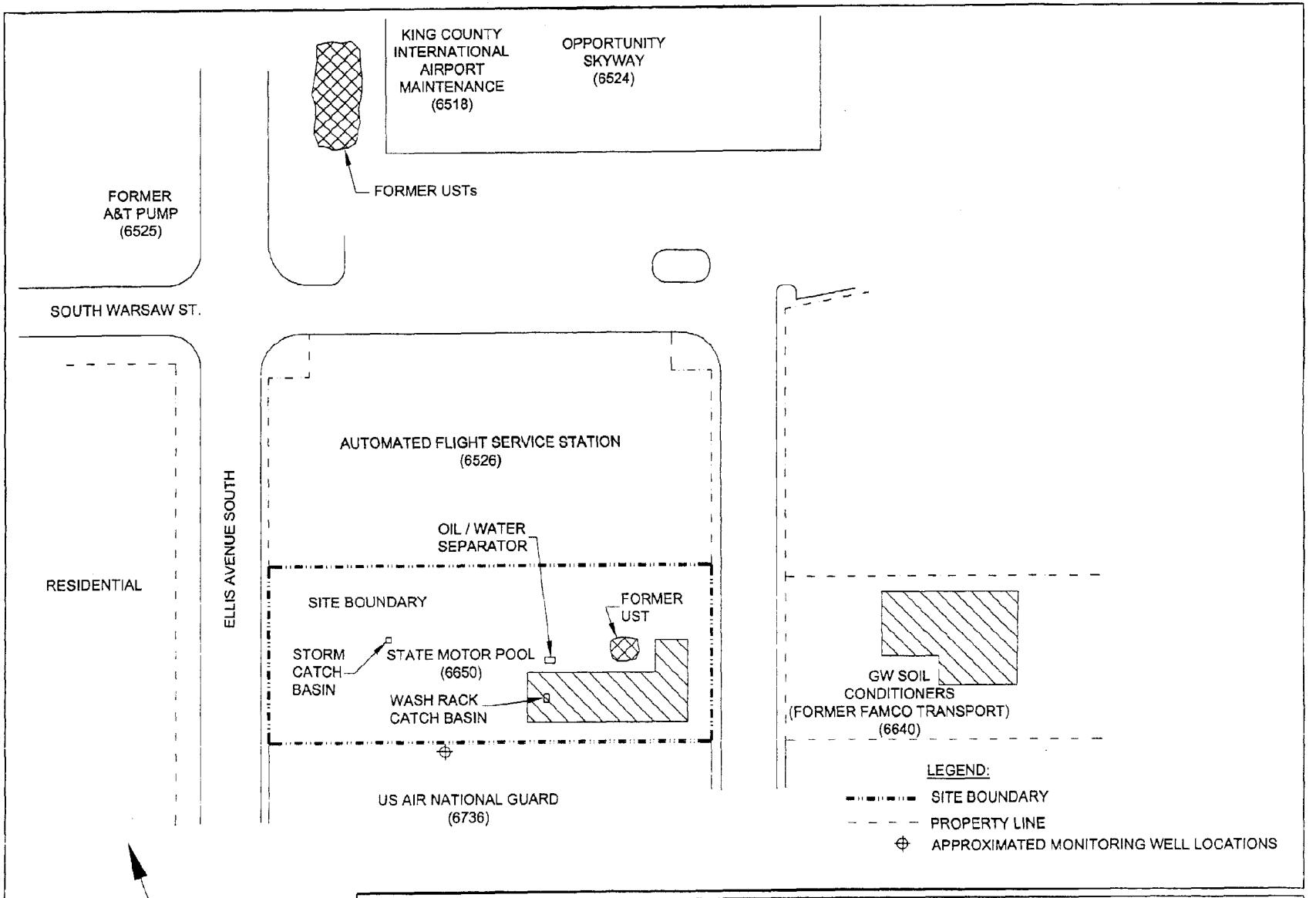
King County / Motor Pool Phase 1 EA
King County, Washington

FIGURE
1

	PROJECT NO.	DRAWN	DATE	APPROVED	REVISED	DATE
309474-vm.cdr	14,309.474	PJR	8 Dec 99		-	

KCSlip4 42251

SEA408781



AGI TECHNOLOGIES

Site Plan

King County / Motor Pool Phase 1 EA
King County, Washington

FIGURE 2

PROJECT NO.	DRAWN	DATE	APPROVED	REVISED	DATE
309474-fig-1dwg	14,309.474	PJR	8 Dec 99		

KCSlip4 42252

SEA408782

Site Photo

AGI TECHNOLOGIES	Site Conditions on November 19, 1999 King County / Motor Pool Phase 1 EA King County, Washington	FIGURE 3
PROJECT NO. 309474-PHOTO.dwg	DRAWN 14.309.474	DATE PJR 9 Dec 99
APPROVED	REVISED	DATE

KCSlip442253

APPENDIX A

SEA408784

APPENDIX A

UNDERGROUND STORAGE TANK CLOSURE REPORT

AND LETTER FROM ECOLOGY

STATE OF WASHINGTON

DEPARTMENT OF ECOLOGY

Northwest Regional Office, 3190 - 160th Ave S.E. • Bellevue, Washington 98008-5452 • (206) 649-7000

March 24, 1992

Mr. Barry DePan
20320 80th Ave. S.
Kent, Washington 98032

RE: Underground Storage Tanks Removal and Site Remediation at the Washington State Motor Pool- 6650 Ellis Avenue South., Seattle. Washington.

Dear Mr. DePan:

Thank you for providing the tank removal and cleanup report regarding the above referenced situation. The Department of Ecology (Ecology) has reviewed this report.

Based on the information provided to Ecology, proper procedures have been followed and the requirements for tank closure and remediation of potential releases of petroleum under state and federal laws (70.105D RCW/ WAC 173-340, and 40 CFR 280 of the Federal Register Sept. 1988, respectively) have been met. However, there is no exemption from liability, and therefore your client, is potentially responsible for any future problems that may occur as a result of this release.

Please contact me at 649-7099 if you have any question.

Sincerely,

Ben Amoah-Forson, Ph.D
Environmental Engineer
Toxics Cleanup Program
Leaking UST Unit

BA/ba

KCSlip4 42256

SEA408786

2-2-92
BAF ✓ Complete
#2713

TODD HIRAI
P.O. Box 501
Woodinville, WA 98072

RECEIVED
FEB 19 1992
DEPT. OF ECOLOGY

February 14, 1992

Mr. Joseph M. Hickey
Washington Department of Ecology
3190 160th Avenue SE
Bellevue, WA 98008-5452

Re: Environmental Assessment Report for Washington State Motor Pool, 6650 Ellis Avenue So., Seattle, WA 98108

Dear Mr. Hickey,

Enclosed is copy of the evironmental report for our UST project performed and compiled by Barry De Pan at B & C Equipment.

Since our tank was located on leased land from King County I would ask you if possible, once you have reviewed the report as being acceptable, if you could you please send me a letter of verification to appease those at King County. It would be greatly appreciated. If there is any other information you need, please feel free to call me at (206) 788-6362.

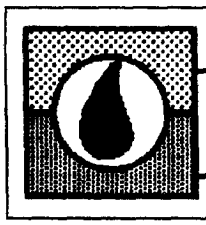
Sincerely,

Todd Hirai

Enclosure

KCSlip4 42257

SEA408787



B & C

20320 80th Ave. S. Kent, WA 98032
(206) 872-8890

ENVIRONMENTAL SITE ASSESSMENT

For the property located at
6650 Ellis Ave. So.
Seattle, WA

Prepared for:
Todd Hirai

KCSlip4 42258

SEA408788

B & C EQUIPMENT CO.
A Divison of PEECO

20320 80th Ave. S.
Kent, Washington 98032
Office (206) 872-8890
FAX (206) 872-8987
1-800-822-0084

January 20, 1992

Washington Department of Ecology
3190 160th Avenue SE
Bellevue, Washington 98008-5452

Attn: Joseph M. Hickey

Re: Washington State Motor Pool
6650 Ellis Avenue South
Seattle, Washington 98108

Dear Mr. Hickey:

This report presents the extent of environmental work performed by B & C Equipment Co. in regard to the removal of (1) 10,000 gallon underground storage tank (UST) at the above referenced address.

BACKGROUND:

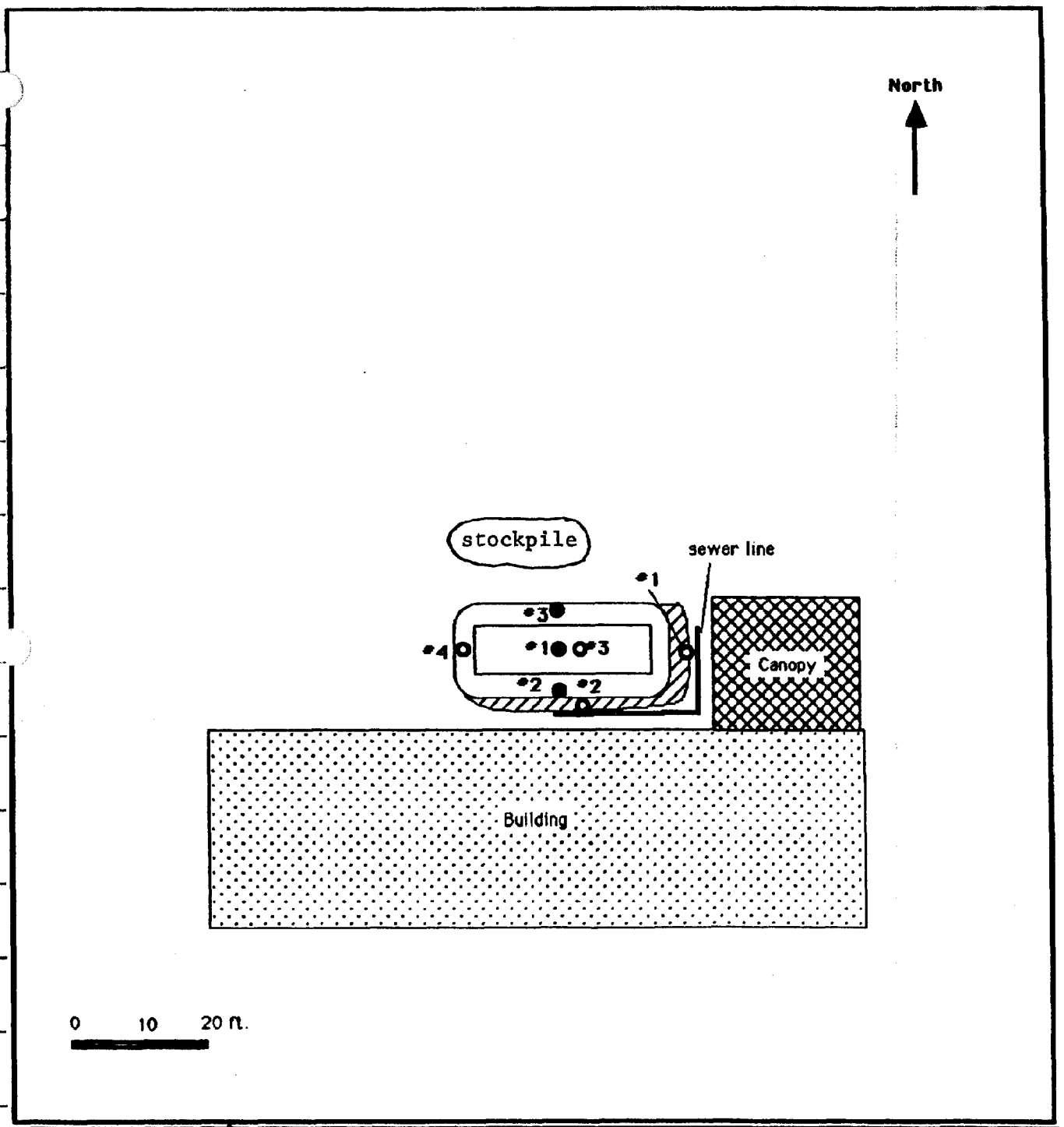
On November 14, 1991, B & C Equipment removed (1) 10,000 gallon unleaded gasoline tank from Washington State Motor Pool. Soil samples were collected at a depth of 10 feet from the bottom center of the excavation, and the north and south sidewalls at the locations depicted in Figure 1. Samples were analyzed for total petroleum hydrocarbons (TPH) by the hydrocarbon identification method (WTPH-HCID); and benzene, toluene, ethyl benzene, and xylene (BTEX).

Follow-up WTPH-G analyses were performed on the bottom center and south sidewall samples to quantify the gasoline range TPH concentration since these samples revealed levels above the 20 parts per million (ppm) detection limit. An additional WTPH-D analysis was performed on sample #2 to quantify the diesel range hydrocarbon concentration that was detected in the initial HCID scan for this sample.

The bottom center sample revealed a gasoline TPH concentration of 1,600 ppm with all BTEX parameters over current Department of Ecology (DOE) cleanup standards. The south sidewall sample revealed a gasoline TPH concentration of 15 ppm and a diesel TPH concentration of <25 ppm. Although these TPH concentrations are within DOE cleanup standards, all BTEX parameters for this south sidewall sample were in excess of DOE cleanup goals.

KCSlip4 42259

SEA408789



WA State Motor Pool 6650 Ellis Ave. So. Seattle, WA Figure 1	KEY ● Samples collected 11/14/91 ○ Samples collected 12/9/91 ▨ Soil excavated 12/9/91	B & C Job # 1395 Date: 1/20/92 Barry DePan

KCSlip4 42260

SEA408790

Vicinity Map

Figure 2

KCSlip4 42261

SEA408791

On December 9, 1991, B & C performed subsequent excavation to remove contaminated soil from the bottom and sidewalls of the excavation. Approximately 125 cubic yards of soil was removed from the November 14 and December 9 excavations and stockpiled on-site. The excavated soil was placed on visquine plastic and covered to prevent the possibility of contamination runoff. Sample #5 was composited from three different locations of the stockpile to obtain a representative sample and to profile the concentration levels in the stockpile for later treatment and/or disposal.

Soil samples from the December 9th excavation were collected at a depth of 9 feet from the east, south and west sidewalls; and from a depth of 12 feet from the bottom center (refer to Figure 1). Approximately 2 lateral feet of soil was removed from the south sidewall of the excavation and approximately 3 feet from the east sidewall. Additional soil removal could not proceed in the south and east directions due to the presence of a sewer line, the close proximity to the foundation of the building, and the unstable nature of the native soil.

All samples were collected using disposable vinyl gloves with EPA approved glass containers. The samples were packed for minimal headspace, labeled, and placed on ice for transport to the laboratory accompanied by chain of custody documentation.

RESULTS:

Subsurface Conditions: Soil immediately below the asphalt surface consisted of a hard pan/gravel material to an approximate depth of 1 foot. Below this, the fill surrounding the underground tank as well as the native soil of the site consisted of a loose medium grained sandy material to the total depth explored of 12 feet. Moisture was observed seeping into the bottom of the excavation December 9th but no groundwater table was encountered during B & C Equipment's environmental investigation.

Chemical Results: The current Department of Ecology (DOE) soil cleanup standards for the parameters analyzed are:

Total Petroleum Hydrocarbons.....100 ppm (gas range)
Total Petroleum Hydrocarbons.....200 ppm (diesel range)
Benzene.....0.5 ppm
Toluene.....40.0 ppm
Ethyl benzene.....20.0 ppm
Xylene.....20.0 ppm

The following tables summarize the analytical results from both sampling events conducted by B & C Equipment Co. All concentration units are presented in parts per million. "ND" denotes non-detected for that parameter.

TABLE 1
November 14, 1991

Sample #	TPH gas/diesel	Benzene	Toluene	Ethyl benzene	Xylene
1	1,600/ND	18	120	28	153
2	15/< 25	6.5	165	125	610
3	ND/ND	ND	0.06	0.15	0.61

TABLE 2
December 9, 1991

Sample #	TPH gas/diesel	Benzene	Toluene	Ethyl benzene	Xylene
1	37/ND	ND	0.20	0.16	1.7
2	ND/ND	ND	ND	ND	ND
3	ND/ND	0.43	2.4	0.50	2.8
4	ND/ND	ND	ND	ND	ND
5	100/ND	0.16	0.79	0.68	7.7

CONCLUSIONS & RECOMMENDATIONS:

Based on visual observations made during sample collection and the analyses results from the November 14th sampling event, B & C feels this confirms that no further excavation is necessary from the north sidewall of the excavation. The original south sidewall sample collected November 14th revealed contamination for the BTEX parameters only. B & C feels the confirmation sample collected from the south sidewall on December 9th confirms the removal of the remaining contaminated soil in this direction.

B & C feels that the confirmation sample collected December 9th from the bottom center of the hole confirms the removal of contaminated soil from the bottom of the excavation. Additionally, B & C feels that the bottom center confirmation sample (sample #3) provides vertical definition to the soil that was originally effected from the contamination.

B & C maintains that the TPH and BTEX analytical results from the December 9th east and west sidewall samples confirm that any soil that may have been effected in these directions was removed during the cleanup of the excavation.

The estimated 125 cubic yards of stockpiled soil removed from the excavation was taken to Sterling Asphalt on January 9th and 10th, 1992 upon their review and approval of the analytical results. The soil is being used by Sterling Asphalt as an aggregate in their asphalt mixture. Included in this report are the receipt tickets from Sterling Asphalt documenting the actual weight of soil delivered to their facility.

In conclusion, based on the analytical results from both sampling events and the final disposition of the stockpiled soil, B & C feels no further action is necessary at the WA State Motor Pool site in regard to the UST closure.

If you have any questions in regard to B & C Equipment's work on this project, please contact me.

Sincerely,
B & C EQUIPMENT CO.

Barry D. DePan

Barry D. DePan
Environmental Specialist

B & C EQUIPMENT CO.

20320 80th Ave. S.
Kent, Washington 98032
Office (206) 872-8890
FAX (206) 872-8987
1-800-822-0084

CHAIN OF CUSTODY

REQUEST FOR LABORATORY ANALYSIS

PROJ. NO. 1395-901

PROJECT NAME: Wash. State Motor Pool

ADDRESS: 6650 Ellis Ave. S. Seattle wa.

SAMPLER: Mike K

SAMPLE NUMBER	DATE	TIME	WATER	SOIL	ICED	SAMPLE LOCATION TANK SIZE 10,000 gal TANK PRODUCT Unleaded	DEPTH	BTEX	TPH 418.1	TPH Mod 8015	Chlor. Solv. 601/8010	Total Halogens 9076	PCB's 608/8080	TCLP (8 metals)	TCLP (Cd-Cr-Pb)	Total Metals	Flashpoint 1010	WTPH-HCID		
1	11-14	3:30		✓	✓	Bottom center GAS	10'	✓										✓		
2	11-14	3:35		✓	✓	South Sidewall GAS	10'	✓										✓		
3	11-14	3:40		✓	✓	North Sidewall GAS	10'	✓										✓		

Relinquished by:	Date	Time	Received by:
Mike K.	11-14-91	5:30	M.T. Hung
M.T. Hung	11/15/91	9:30	Barry D. DePan
Barry D. DePan	11/15/91	3:55	

RUSH: YES NO

KCSlip4 42265

SEA408795

SOUND ANALYTICAL SERVICES, INC.

SPECIALIZING IN INDUSTRIAL & TOXIC WASTE ANALYSIS

4813 PACIFIC HIGHWAY EAST, TACOMA, WASHINGTON 98424 - TELEPHONE (206)922-2310 - FAX (206)922-5047

Report To: B & C Equipment Co. Date: November 21, 1991

Report On: Analysis of Soil Lab No: 21264

IDENTIFICATION:

Samples received on 11-15-91
Project: 1395-901 WA State Motor Pool, 6650 Ellis Ave. S.

ANALYSIS:

Lab Sample No.	RUSH 1	RUSH 2	RUSH 3
Client ID	#1	#2	#3
Units	mg/kg	mg/kg	mg/kg
WTPH-HCID			
Gasoline (C7-C12)	> 20	> 20	< 20
Diesel (> C12-C24)	< 50	> 50	< 50
Heavy Petroleum Oils (C24+)	< 100	< 100	< 100
BTEX by 8020			
Benzene	18	6.5	< 0.05
Toluene	120	165	0.06
Ethyl Benzene	28	125	0.15
Xylenes	153	610	0.61
SURROGATE RECOVERIES			
WTPH-HCID			
1-Chlorooctane %	131	*313	97
Perylene %	87	84	85
BTEX-			
Trifluorotoluene %	105	*220	*46

< = less than
> = greater than
* Surrogate recovery out of range due to matrix interference.
Results are reported on a dry weight basis.

Continued . . . . .

is report is issued solely for the use of the person or company to whom it is addressed. This laboratory accepts responsibility only for the due performance of analysis in accordance with ...ustry acceptable practice. In no event shall Sound Analytical Services, Inc. or its employees be responsible for consequential or special damages in any kind or in any amount.

SOUND ANALYTICAL SERVICES, INC.

B & C Equipment
Project: 1395-901
Page 2 of 2
Lab No. 21264
November 21, 1991

Lab Sample No.	RUSH 1	RUSH 2
Client ID	#1	#2
Units	mg/kg	mg/kg
WTPH-G Gasoline (C7-C12)	1,600	15
WTPH-D Diesel (>C12-C24)	NT	< 25
SURROGATE RECOVERIES WTPH-G Trifluorotoluene %	*519	81
WTPH-D Perylene %	NT	127

* Surrogate recovery high due to matrix interference.
Results are reported on a dry weight basis.
NT - Not Tested.

SOUND ANALYTICAL SERVICES

STAN P. PALMQUIST

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B & C EQUIPMENT CO.
A Division of PEECO

20320 80th Ave. S.
Kent, Washington 98032
Office (206) 872-8990
FAX (206) 872-8987
1-800-822-0084

CHAIN OF CUSTODY
REQUEST FOR LABORATORY ANALYSIS

PROJ. NO. 1395 - 903

PROJECT NAME: WA State Motor Pool

ADDRESS: 6650 Ellis Ave S. Seattle, WA

SAMPLER Barry DePan

AMPLE NUMBER	DATE	TIME	Water	Soil	Sludge	Iced	SAMPLE LOCATION TANK SIZE & PRODUCT	Depth	BTEX 602/8020	WTPH-HCID	WTPH-G w/BTEX	WTPH-D	WTPH-418.1 Mod.	TPH 8015 Mod.	TPH 418.1	Chlorinated Solvents 601/8010	Total Halogens 9076	PCB 608/8080	TCLP (As, Cd, Cr, Pb)	TCLP Pb
1	12/9/91	10:15		✓		✓	E sidewall	9'	✓	✓										
2	12/9	10:30		✓		✓	S sidewall	9'	✓	✓										
3	12/9	10:40		✓		✓	Bottom center	12'	✓	✓										
4	12/9	10:45		✓		✓	W sidewall	9'	✓	✓										
5	12/9	11:00		✓		✓	Excavated Stockpile	6"	✓	✓										✓

Relinquished by:	Date	Time	Received by:
Barry D. DePan	12/9/91	2:45	
Relinquished by:			Received by:
Relinquished by:			Received by:

RUSH: (YES) NO

COMMENTS: Proceed with WTPH-G if HCID analysis over detection limits

KCSlip4 42268

SEA408798

SOUND ANALYTICAL SERVICES, INC.

SPECIALIZING IN INDUSTRIAL & TOXIC WASTE ANALYSIS

4813 PACIFIC HIGHWAY EAST, TACOMA, WASHINGTON 98424 - TELEPHONE (206)922-2310 - FAX (206)922-5047

Report To: B & C Equipment Co. Date: December 17, 1991

Report On: Analysis of Soil Lab No: 21593

IDENTIFICATION:

Samples received on 12-09-91
Project: 1395-903 WA State Motor Pool,
6650 Ellis Ave. S.
Seattle, WA

ANALYSIS:

Lab Sample No.	RUSH 1	RUSH 2	RUSH 3
Client ID	#1	#2	#3
Units	mg/kg	mg/kg	mg/kg
WTPH-HCID			
Gasoline (C_7-C_{12})	> 20	< 20	< 20
Diesel (> C_{12}-C_{24})	< 50	< 50	< 50
Heavy Petroleum Oils (C_{24}+)	< 100	< 100	< 100
BTEX by Method 8020			
Benzene	< 0.05	< 0.05	0.43
Toluene	0.20	< 0.05	2.4
Ethyl Benzene	0.16	< 0.05	0.50
Xylenes	1.7	< 0.05	2.8
SURROGATE RECOVERIES			
WTPH-HCID			
1-Chlorooctane %	*188	101	106
Perylene %	104	99	107
BTEX-			
Trifluorotoluene %	85	85	67

*Surrogate recovery invalid due to matrix interferences.
< = less than
> = greater than

Results are reported on a dry weight basis.

Continued . . . . .

report is issued solely for the use of the person or company to whom it is addressed. This laboratory accepts responsibility only for the due performance of analysis in accordance with industry acceptable practice. In no event shall Sound Analytical Services, Inc. or its employees be responsible for consequential or special damages in any kind or in any amount.

SOUND ANALYTICAL SERVICES, INC.

B & C Equipment Co.
Project: 1395-903

Lab No. 21593
December 17, 1991

Lab Sample No.	RUSH 4	RUSH 5
Client ID	#4	#5
Units	mg/kg	mg/kg
WTPH-HCID		
Gasoline (C7-C12)	< 20	> 20
Diesel (>C12-C24)	< 50	< 50
Heavy Petroleum Oils (C24+)	< 100	< 100
BTEX by Method 8020		
Benzene	< 0.05	0.16
Toluene	< 0.05	0.79
Ethyl Benzene	< 0.05	0.68
Xylenes	< 0.05	7.7
SURROGATE RECOVERIES		
WTPH-HCID		
1-Chlorooctane %	92	150
Perylene %	88	106
BTEX-		
Trifluorotoluene %	80	99

< = less than
> = greater than

Results are reported on a dry weight basis.

Continued . . . . .

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SOUND ANALYTICAL SERVICES, INC.

B & C Equipment Co.
Project: 1395-903

Lab No. 21593
December 17, 1991

Lab Sample No.	RUSH 1	RUSH 5
Client ID	#1	#5
Units	mg/kg	mg/kg
WTPH-G Gasoline (C7-C12)	37	100
SURROGATE RECOVERIES WTPH-G Trifluorotoluene %	85	*381

*Surrogate recovery invalid due to matrix interference.

Results are reported on a dry weight basis.

Continued . . .

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SOUND ANALYTICAL SERVICES, INC.

B & C Equipment Co.
Project: 1395-903
Page 4 of 4
Lab No. 21593
December 17, 1991

Lab Sample No. RUSH 5 **Client ID: #5**

Sample was extracted in accordance with Toxicity Characteristic Leaching Procedure (TCLP), Federal Register, June 29, 1990. The leachate was analyzed for metals in accordance with Test Methods for Evaluating Solid Waste, (SW-846), U.S.E.P.A., 1986 Method 6010 (ICP).

Contaminant	Concentration (mg/l)	Max Conc., (mg/l)
Lead	< 0.1	5.0

SOUND ANALYTICAL SERVICES

STAN P. PALMQUIST

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STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 03:00 PM DATE 01/09/92

Sold To B+C Equip Co

Address

TONS

	CLASS B	TRUCK ID 57	
	CLASS B-MOD	GROSS	41660 LB
	CLASS C		
	CLASS E	K TARE	20960 LB
	CLASS G	NET	20700 LB
	ATB	NET	10.35 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x#4 ⅜"x0" SAND

OTHER (Specify) Soils

Sound Analytical # 21593

Delivered To: proj 1395-903 (LOCATION)

JOB NO. OR NAME: Wa DOT Motorpool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08143

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 12:21 PM DATE 01/09/92

Sold To B+C Equip Co

Address

TONS

	CLASS B	TRUCK ID 57	
	CLASS B-MOD	GROSS	41800 LB
	CLASS C		
	CLASS E	M TARE	20960 LB
	CLASS G	NET	~~41800~~ LB 20840
	ATB	NET	~~20.90~~ TON 10.42
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x#4 ⅜"x0" SAND

OTHER (Specify) Soils

Sound Analytical # 21593

Delivered To: proj #1395-903 (LOCATION)

JOB NO. OR NAME: Wa DOT ~~Motorpool~~ pool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08130

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

KCSlip4 42273

SEA408803

STERLING ASPHALT, INC.

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6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 10:24 AM DATE 01/10/92

Sold To B+C Equip Co

Address

TONS

	CLASS B	TRUCK ID 17	
	CLASS B-MOD	GROSS	45900 LB
	CLASS C	K TARE	22440 LB
	CLASS E		
	CLASS G	NET	~~45900~~ LB 23460
	ATB	NET	~~22.95~~ TON 11.73
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅜" ⅜"x0" SAND

OTHER (Specify) Soils

Sound Analytical #21593

Delivered To: proj #1395-904 (LOCATION)

JOB NO. OR NAME: Wa DOT motorpool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08155

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 12:14 PM DATE 01/10/92

Sold To B+C Equip.

Address

TONS

	CLASS B	TRUCK ID 17	
	CLASS B-MOD	GROSS	44800 LB
	CLASS C	K TARE	22440 LB
	CLASS E		
	CLASS G	NET	22360 LB
	ATB	NET	11.18 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅜" ⅜"x0" SAND

OTHER (Specify) Soils

Sound Analytical #21593

Delivered To: proj #1395-904 (LOCATION)

JOB NO. OR NAME: Wa DOT motorpool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08161

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

KCSlip4 42274

SEA408804

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 11:47 AM DATE 01/10/92

Sold To B&C Equipment

Address

TONS

	CLASS B	TRUCK ID	21
	CLASS B-MOD	GROSS	51980 LB
	CLASS C		
	CLASS E	K TARE	22720 LB
	CLASS G	NET	29260 LB
	ATB	NET	14.63 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅜" ⅜"x0" SAND

OTHER (Specify) Soils

Sound Analytical # 21593

Delivered To: proj # 1395-904 (LOCATION)

JOB NO. OR NAME: Wa. D.O.T. Motor Pool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08158

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 09:49 AM DATE 01/10/92

Sold To B&C Equip Co

Address

TONS

	CLASS B	TRUCK ID	21
	CLASS B-MOD	GROSS	50160 LB
	CLASS C		
	CLASS E	K TARE	22720 LB
	CLASS G	NET	27440 LB
	ATB	NET	13.72 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅜" ⅜"x0" SAND

OTHER (Specify) Soils

Sound Analytical # 21593

Delivered To: proj # 1395-904 (LOCATION)

JOB NO. OR NAME: Wa DOT motorpool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08150

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

KCSlip4 42275

SEA408805

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 11:23 AM DATE 01/09/92

Sold To B+C Equip Co

Address

TONS

	CLASS B	TRUCK ID 17	
	CLASS B-MOD	GROSS	45200 LB
	CLASS C	K TARE	22520 LB
	CLASS E		
	CLASS G	NET	22680 LB
	ATB	NET	11.34 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅛" ⅜"x0" SAND

OTHER (Specify) Soils

Sound Analytical #21593

Delivered To: Hwy #1395-90S (LOCATION)

JOB NO. OR NAME: Wa DOT pavement

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08126

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount n this account, or any portion thereof, reasonable attorney fees

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 12:48 PM DATE 01/09/92

Sold To B+C Equip Co

Address

TONS

	CLASS B	TRUCK ID 17	
	CLASS B-MOD	GROSS	46600 LB
	CLASS C	K TARE	22520 LB
	CLASS E		
	CLASS G	NET	24080 LB
	ATB	NET	12.04 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅛" ⅜"x0" SAND

OTHER (Specify) Cold

Sound analytical #21593

Delivered To: Hwy #1395-90S (LOCATION)

JOB NO. OR NAME: WA DOT mixture

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08132

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees

KCSlip4 42276

SEA408806

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 12:55 PM DATE 01/09/92

Sold To B & C Equip. Co

Address

TONS

	CLASS B	TRUCK ID 21	
	CLASS B-MOD	GROSS	45460 LB
	CLASS C		
	CLASS E	K TARE	22720 LB
	CLASS G	NET	22740 LB
	ATB	NET	11.37 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅜" ⅜"x0" SAND

OTHER (Specify) Soils

Lourd Analytical # 21593

Delivered To: proj # 1395-904 (LOCATION)

JOB NO. OR NAME: Wa Dot Motorpool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08133

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 09:48 AM DATE 01/09/92

Sold To BEC Equipment Co

Address

TONS

	CLASS B	TRUCK ID 17	
	CLASS B-MOD	GROSS	48160 LB
	CLASS C		
	CLASS E	K TARE	22520 25640 LB
	CLASS G	NET	~~40160~~ LB
	ATB	NET	12.82 ~~24.08~~ TON
	SCHOOL		
	COLD MIX		12.82 ton
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅜" ⅜"x0" SAND

OTHER (Specify) Soils

Lourd Analytical # 21593

Delivered To: proj # 1395-904 (LOCATION)

JOB NO. OR NAME: Wash. D.O.T. Motor pool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08116

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

KCSlip4 42277

SEA408807

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 09:47 AM DATE 01/09/92

Sold To B&C Equipment Co.

Address

TONS

	CLASS B	TRUCK ID	21
	CLASS B-MOD	GROSS	51380 LB
	CLASS C	K TARE	22720 LB
	CLASS E	NET	28660 ~~51380~~ LB
	CLASS G	NET	14.33 ~~25.69~~ TON
	ATB		
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅛" ⅜"x0" SAND

14.33 ton

OTHER (Specify) Sales

Sound Analytical ± 21593

Delivered To: proj # 1395-903 (LOCATION)

JOB NO. OR NAME: Wash. D.O.T. Motor Pool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 07938

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 02:35 PM DATE 01/09/92

Sold To B+C Equip Co

Address

TONS

	CLASS B	TRUCK ID	21
	CLASS B-MOD	GROSS	47280 LB
	CLASS C	K TARE	22720 LB
	CLASS E	NET	24560 LB
	CLASS G	NET	12.28 TON
	ATB		
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅛" ⅜"x0" SAND

OTHER (Specify) Sales

Sound Analytical # 21593

Delivered To: proj # 1395-903 (LOCATION)

JOB NO. OR NAME: Wa Dot Motor pool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08141

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fee and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

KCSlip4 42278

SEA408808

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 11:20 AM DATE 01/09/92

Sold To B+C Equip. Co.

Address

TONS

	CLASS B	TRUCK ID 21	
	CLASS B-MOD	GROSS	51340 LB
	CLASS C		
	CLASS E	K TARE	22720 LB
	CLASS G	NET	28620 LB
	ATB	NET	14.31 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅛" ⅜"x0" SAND

OTHER (Specify) Sacks

Sound Analytical # 21593

Delivered To: proj. # 395-904 (LOCATION)

JOB NO. OR NAME: Wa DOT motor pool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08125

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

STERLING ASPHALT, INC.

PLANT: 485-5667
6431 N.E. 175th
KENMORE INDUSTRIAL PARK
KENMORE, WA 98028

OFFICE: 778-1000
P.O. BOX 369
LYNNWOOD, WA 98046

DATE TIME 02:37 PM DATE 01/09/92

Sold To B+C Equip. Co

Address ~~0442-904~~

TONS

	CLASS B	TRUCK ID 17	
	CLASS B-MOD	GROSS	44720 LB
	CLASS C		
	CLASS E	K TARE	22520 LB
	CLASS G	NET	22200 LB
	ATB	NET	11.10 TON
	SCHOOL		
	COLD MIX		
	PAINT GALLONS		
	AGGREGATE		

1¼" – ⅝" – ⅜"x⅛" ⅜"x0" SAND

OTHER (Specify) Sacks

Sound Analytical # 21593

Delivered To: proj. # 395-904 (LOCATION)

JOB NO. OR NAME: Wa DOT Motor Pool

TRUCK NO. DRIVER

REC'D. ON JOB BY: 08142

TERMS & CONDITIONS

Terms of payment 2% 10th net 30 days. A late payment charge may be made on any past due balance, which the law calls a "FINANCE CHARGE", and it is computed at a monthly rate of 1½% (ANNUAL PERCENTAGE RATE OF EIGHTEEN PERCENT). It is agreed that in case suit is instituted to collect amount due on this account, or any portion thereof, reasonable attorney fees and court costs may be added to this account.

SEE SAFETY INSTRUCTIONS ON BACK

KCSlip4 42279

SEA408809

Department of Ecology
Northwest Regional Office, LUST Unit

BARRY DEAN
872-8890

Computer/File Update Information

Site Name ~~44~~ S WASHINGTON STATE MOTOR POOL

Site Address 6650 ELLIS AVE S. SEATTLE

Update Information to Add BARRY DEAN - B&C EQUIPMENT
12/9/91 - SAMPLED SIDES OF EXCAVATION
FOUND TO BE CLEAN - APPROX 125 CY OF
SOIL EXCAVATED & WILL BE TREATED OR DISPOSED OF.

Inspector J STORMON Date 12/19/91

KCSlip4 42280

SEA408810

B & C EQUIPMENT CO.
A Divison of PEECO

20320 80th Ave. S.
Kent, Washington 98032
Office (206) 872-8890
FAX (206) 872-8987
1-800-822-0084

FACSIMILE COVER LETTER

DATE: 12/19/91

TIME: 4:30

PLEASE TRANSMIT THE FOLLOWING PAGES TO:

NAME: Christy Madden

LOCATION: Dept. of Ecology

FAX NUMBER: 649-7098

REGARDING: WA State Motor Pool results

FROM: Barry DePan

B & C EQUIPMENT COMPANY

WE ARE TRANSMITTING 7 PAGES (INCLUDING THIS COVER LETTER). IF TRANSMITTING IS NOT COMPLETE, PLEASE CALL (206) 872-8890.

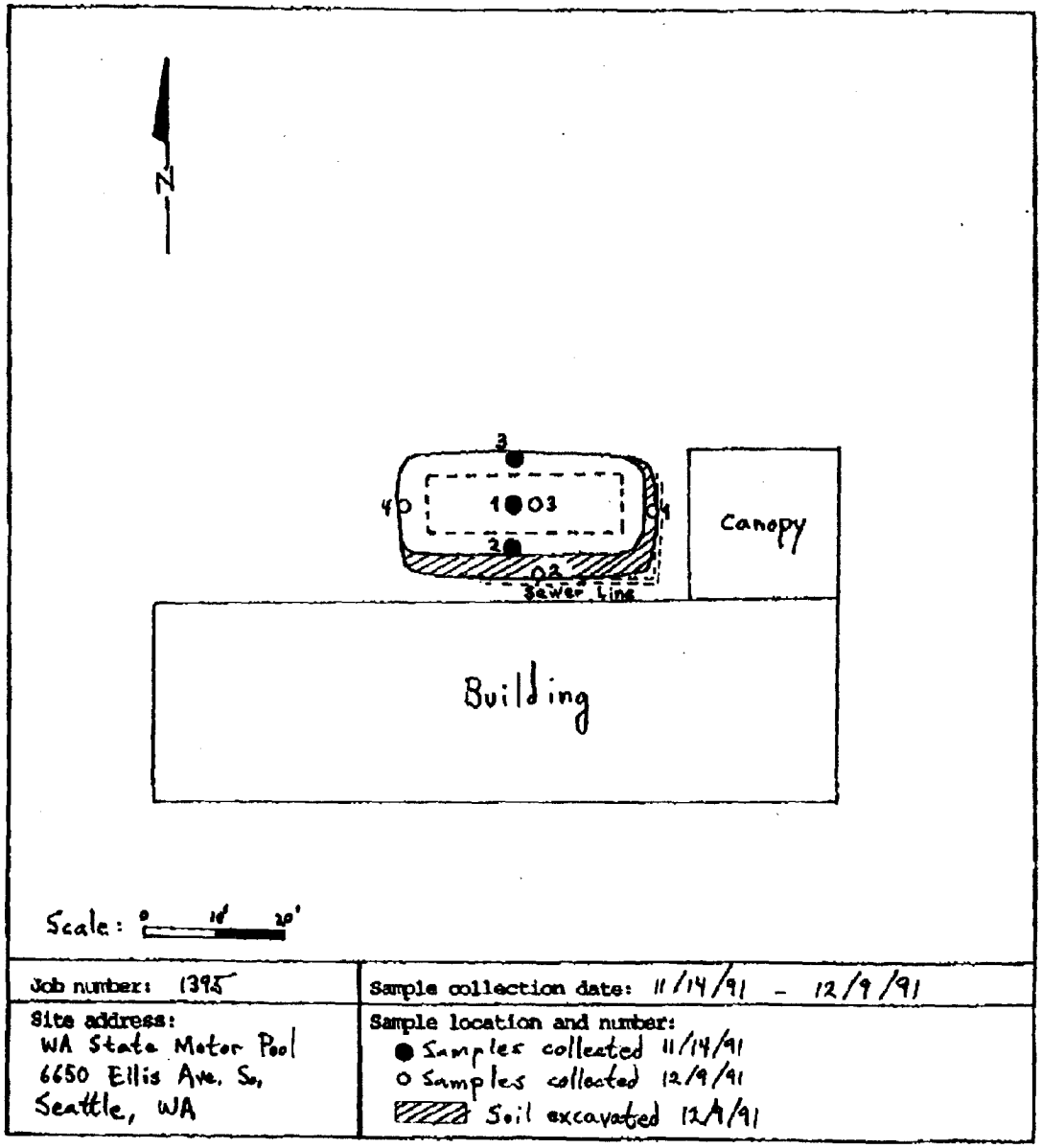
COMMENTS:

KCSlip4 42281

SEA408811

B & C EQUIPMENT CO.
A Divison of PEECO

20320 80th Ave. S.
Kent, Washington 98032
Office (206) 872-8890
FAX (206) 872-8987
1-800-822-0084



Job number: 1395	Sample collection date: 11/14/91 - 12/9/91
Site address: WA State Motor Pool 6650 Ellis Ave. S. Seattle, WA	Sample location and number: ● Samples collected 11/14/91 o Samples collected 12/9/91 ▨ Soil excavated 12/9/91

KCSlip4 42282

SEA408812

B&C EQUIPMENT CO.
A Division of FEECO

30320 50th Ave. S.
Kent, Washington 98032
Office (206) 872-8890
FAX (206) 872-8907
1-800-822-8084

CHAIN OF CUSTODY
REQUEST FOR LABORATORY ANALYSIS

PROJ. NO. 1395-903

PROJECT NAME: WA State Motor Pool

ADDRESS: 6650 Ellis Ave S. Seattle, WA

SAMPLER Barry DePan

SAMPLE NUMBER	DATE	TIME	Water	Soil	Sludge	Iced	SAMPLE LOCATION TANK SIZE & PRODUCT	Depth	BTEX 602/8020	WTPH-HCID	WTPH-G w/BTEX	WTPH-D	WTPH-418.1 Mod.	TPH 8015 Mod.	TPH 418.1	Chlorinated Solvents 601/8010	Total Halogens 9076	PCB 608/8080	TCLP (As, Cd, Cr, Pb)	TCLP Pb
1	12/4/91	10:15		✓		✓	E sidewall	9'	✓	✓										
2	12/4	10:30		✓		✓	S sidewall	9'	✓	✓										
3	12/4	10:40		✓		✓	Bottom center	12'	✓	✓										
4	12/4	10:45		✓		✓	W sidewall	9'	✓	✓										
5	12/4	11:00		✓		✓	Excavated Stockpile	6"	✓	✓										✓

Relinquished by: Barry D. DePan	Date 12/4/91	Time 2:45	Received by:
Relinquished by:			Received by:
Relinquished by:			Received by:

RUSH: (YES) NO

COMMENTS: Proceed with WTPH-G if HCID analysis over detection limits

KCSlip4 42283
SEA408813

SOUND ANALYTICAL SERVICES, INC.

SPECIALIZING IN INDUSTRIAL & TOXIC WASTE ANALYSIS

4813 PACIFIC HIGHWAY EAST, TACOMA, WASHINGTON 98424 - TELEPHONE (206)922-2310 - FAX (206)922-5047

Report To: B & C Equipment Co. Date: December 17, 1991

Report On: Analysis of Soil Lab No: 21593

IDENTIFICATION:

Samples received on 12-09-91
Project: 1395-903 WA State Motor Pool,
6650 Ellis Ave. S.
Seattle, WA

ANALYSIS:

Lab Sample No.	RUSH 1	RUSH 2	RUSH 3
Client ID	#1	#2	#3
Units	mg/kg	mg/kg	mg/kg
WTPH-HCID			
Gasoline (C7-C12)	> 20	< 20	< 20
Diesel (>C12-C24)	< 50	< 50	< 50
Heavy Petroleum Oils (C24+)	< 100	< 100	< 100
BTEX by Method 8020			
Benzene	< 0.05	< 0.05	0.43
Toluene	0.20	< 0.05	2.4
Ethyl Benzene	0.16	< 0.05	0.60
Xylenes	1.7	< 0.05	2.8
SURROGATE RECOVERIES			
WTPH-HCID			
1-Chlorooctane %	*188	101	106
Perylene %	104	99	107
BTEX-			
Trifluorotoluene %	85	85	67

*Surrogate recovery invalid due to matrix interferences.
< = less than
> = greater than

Results are reported on a dry weight basis.

Continued . . . . .

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SOUND ANALYTICAL SERVICES, INC.

B & C Equipment Co.
Project: 1395-903
Page 2 of 4
Lab No. 21593
December 17, 1991

Lab Sample No.	RUSH 4	RUSH 5
Client ID	#4	#5
Units	mg/kg	mg/kg
WTPH-HCID		
Gasoline (C_7-C_{12})	< 20	> 20
Diesel (> C_{12}-C_{24})	< 50	< 50
Heavy Petroleum Oils (C_{24}+)	< 100	< 100
BTEX by Method 8020		
Benzene	< 0.05	0.16
Toluene	< 0.05	0.79
Ethyl Benzene	< 0.05	0.68
Xylenes	< 0.05	7.7
SURROGATE RECOVERIES		
WTPH-HCID		
1-Chlorooctane %	92	150
Perylene %	88	106
BTEX-		
Trifluorotoluene %	80	99

< = less than
> = greater than

Results are reported on a dry weight basis.

Continued . . . . .

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SOUND ANALYTICAL SERVICES, INC.

B & C Equipment Co.
Project: 1395-903

Lab No. 21593
December 17, 1991

Lab Sample No.	RUSH 1	RUSH 5
Client ID	#1	#5
Units	mg/kg	mg/kg
WTPH-G Gasoline (C7-C12)	37	100
SURROGATE RECOVERIES WTPH-G Trifluorotoluene %	85	*381

*Surrogate recovery invalid due to matrix interference.

Results are reported on a dry weight basis.

Continued . . .

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SOUND ANALYTICAL SERVICES, INC.

B & C Equipment Co.
Project: 1395-903
Page 4 of 4
Lab No. 21593
December 17, 1991

Lab Sample No. RUSH 5 **Client ID: #5**

Sample was extracted in accordance with Toxicity Characteristic Leaching Procedure (TCLP), Federal Register, June 29, 1990. The leachate was analyzed for metals in accordance with Test Methods for Evaluating Solid Waste, (SW-846), U.S.E.P.A., 1986 Method 6010 (ICP).

Contaminant	Concentration (mg/l)	Max Conc., (mg/l)
Lead	< 0.1	5.0

SOUND ANALYTICAL SERVICES

STAN P. PALMQUIST

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KCSlip4 42287

SEA408817

Department of Ecology-NWRO

Underground Storage Tank
Notice of Confirmed Release

Notification received by C Madden Date 11/22/91
Reporter name Barry Depan
address
phone no.

Pool Todd Hirai
Site name Washington State Motor site phone no. 788-6362
008043 Inc.# 2713
address 6650 Ellis Ave S
city Seattle county King zip

Site owner Todd Hirai owner's phone
owner's address
city zip

Consultant company B & C Equipment
name Barry Depan phone no. 872-8890

Other contact phone no.
contact affiliation

Description of Incident

Material	# Tanks	Status/Date
gasoline	1	10k, UG, removed 11/91
diesel		
waste oil		
heat fuel		

Total number tanks: 1 Cleanup Status Ongoing

Comments Soil. Samples include 1600 ppm TPH and BETX above levels.

Date inspected Investigator Referred to

KCSlip4 42288

SEA408818

APPENDIX B

AGI
TECHNOLOGIES
A CDM COMPANY

APPENDIX B

THE EDR-RADIUS MAP WITH GEOCHECK™

KCSlip4 42290

The EDR-Radius Map
with GeoCheck®

Motor Pool Site #7185
6650 Ellis Ave. South
Seattle, WA 98108

Inquiry Number: 433469.1s

November 15, 1999

Environmental Data Resources, Inc.
an edr company

The Source For Environmental Risk Management Data

3530 Post Road
Southport, Connecticut 06490

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

KCSlip4 42291

TABLE OF CONTENTS

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Please contact EDR at 1-800-352-0050
with any questions or comments.

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APPENDIX C

APPENDIX C

U.S. GEOLOGICAL SURVEY TOPOGRAPHIC MAPS

The EDR-Historical Topographic Map Report

AGI/King County Airport

Inquiry Number: 227574-3

Environmental Data Resources, Inc.
an edr company

***The* Source For Environmental Risk Management Data**

3530 Post Road
Southport, Connecticut 06490

Nationwide Customer Service

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Fax: 1-800-231-6802

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APPENDIX D

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SEA409014

APPENDIX D

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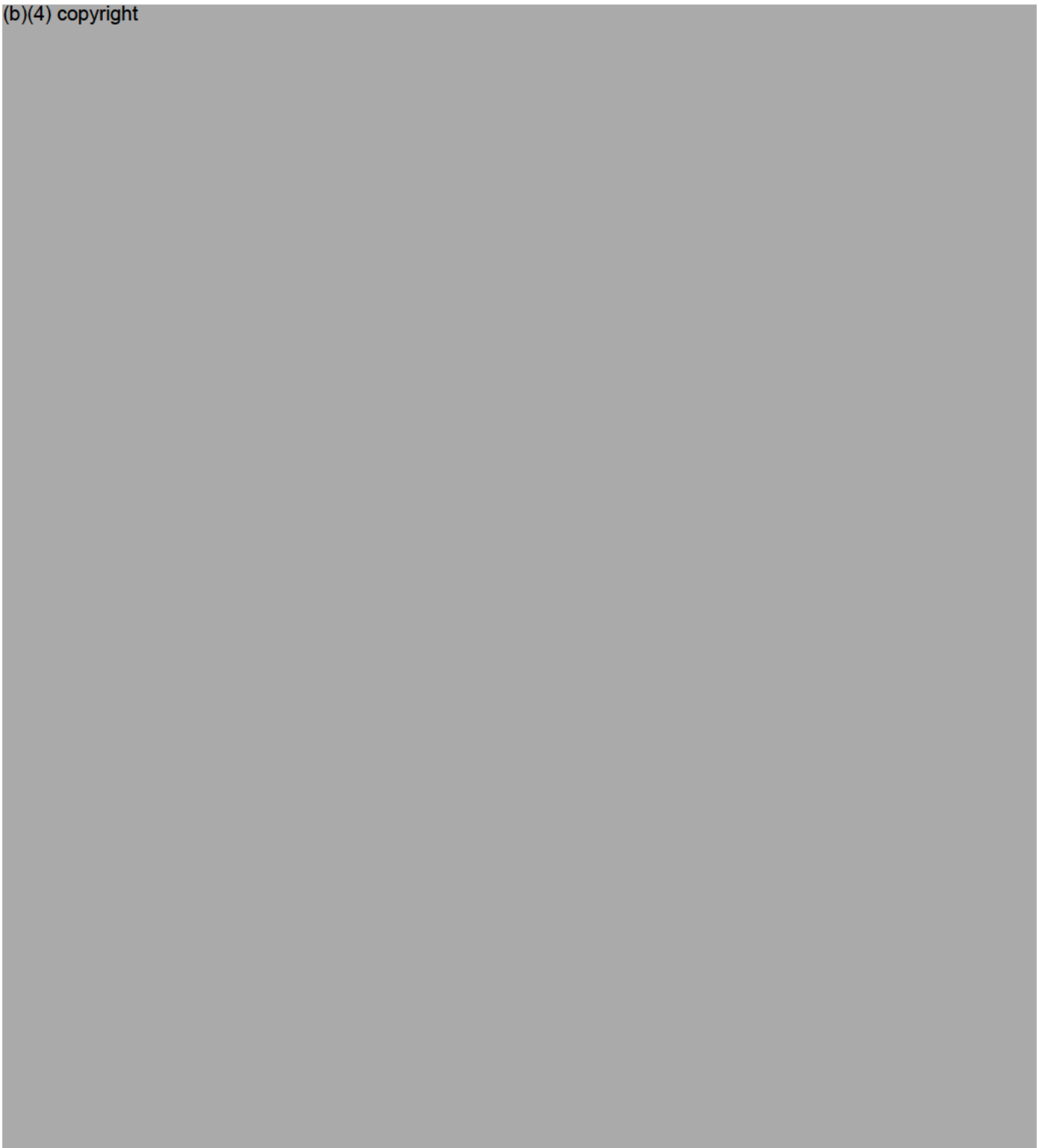

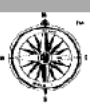

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